



# **messing about in BOATS**

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## messing about in BOATS

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### Our Next Issue...

Will feature some stories that didn't get into this one: John Thomson's minimum cruiser "Moon-dancer"; Bruce Desrosier's "Tarp" boat and PVC framed kayak; Ed Barlow's "Pacific Pelican" daysailer; Chuck Wright's detailed guide to Cape Cod paddling access. Another design that will be looked over is Steve Wilce's 10', 65 pound "Arrowhead 10" sailing dinghy. Ralph Notaristefano gives us a detailed photographic chronicle of restoring an antique canoe; Ed McCabe discusses the awakening of the U.S. Rowing Association to ocean racing of traditional pulling boats; Joe Garland describes the hopes and efforts of the "Gloucester Adventure" schooner project. And there'll be more news from the boatshops, and from readers doing interesting projects.

### On the Cover...

A model of the basic cruising sailboat "Caique" being built by a model boatbuilder. Something different. Full story begins on the facing page.

# Commentary

BOB  
HICKS

A bunch of stuff turned up early this year having to do with messing about with boat models. On the cover is the one that seemed most unique to me, a scale model of a basic cruising cutter being built by a scale model man. It must have been fun, but also one must recognize the helpful aspect of this particular model. Built at a 1/6th scale, the 4' model shows all the details of the full size boat much more clearly than drawings or photographs could. So this one made the cover.

Another sort of "model" is Carl Erickson's copper weathervane patterned after one of his own boats, featured on pages 10-11 in this issue. Now here's a model I could get enthused about building, Could get? I already am. When there's time. I have too many full size boats I wish to work on to get into model building, but putting up a copper "Townie" on a pole on the front end of the barn ridgepole where I can look out and see it each morning on arising does grab my attention. And, the beauty of this model to me is that there's no need for faithfully reproducing the subject boat exactly to scale or in accurate detail. It's sufficient that it be recognizable as a "Townie" 25 feet up there on the barn roof.

Then there's a note from reader Michael Levy, who is building a scale model of a Dynamite Payson's "Bobcat" first, before building the real thing. Like the "Caique", this should be helpful doing up the real thing. Payson recently ran a series in "Wooden Boat" on building a scale model of his "Cartopper" sailing dinghy, and he earlier had built a scale model of a Friendship Sloop he named for his wife, Amy, a model that "Wooden Boat" markets.

On our "Happenings" page there's an item about an 1810 vintage bone model of an English frigate stolen from the Old State House in Boston. It was built by a prisoner of war. This category of antique ship model has particular appeal (and concomitant cost) today amongst ship model collectors. These craft were built to while away years of imprisonment by naval personnel captured in various colonial era wars. They used available materials such as animal bone and human hair. Creative, and beautifully crafted. They had no deadline to meet.

I had a first-hand experience with this world of ship modelling a couple of years ago when I had an

antique J.R. Robertson 20' four-man racing canoe for sale at an auction sponsored by the Maine Maritime Museum. This boat was a beautiful ultralight strip planked craft built in the '30's, a real antique in perfect condition, it had been unused since World War II killed off the C-4 boats. I was lucky to get \$1,000 for it. Meanwhile several ship models you can only look at and not use, sold for upwards of \$5,000, and these were not by any means top dollar collector craft. One did happen to be built of ivory.

In the February 15th issue "Happenings" mention was made of the price range of \$6,000 to \$30,000 for models offered by the San Francisco Ship Model Gallery. Well, obviously, the prices that ship models command do not reflect boating values, these are collectors' items, bought for the pleasure of owning and admiring, and for investments to protect excess money against future inflation.

The other end of this modeling enthusiasm is illustrated by a class being held at Newburyport's (MA) Custom House Museum, in which locals, for a nominal fee, get direction in building models of a Lowell Surf Dory from plans donated by Lowell's Boat Shop in nearby Amesbury. More advanced students tackle something more challenging, they go out and measure up a lobsterboat on the nearby waterfront, then loft it, do up offsets and then build their models. These aren't collector quality models, but are surprisingly good evocations of the real thing. Dads and sons sit at the tables together, as do retirees, all engrossed in this dream of boatbuilding, albeit on a manageable scale.

I happened to chat with one man who had a scale model of the lobsterboat he had built the previous year. "That's a nice model job," I commented to him.

"Yep, that's my boat," he responded.

"You did build the model then," I followed up perhaps redundantly.

"Oh yes, but the lobsterboat we measured was mine when we did it. Sold her since, got a bigger one."

So, even a full-time working lobsterman found something irresistible in building a model boat, especially since it was of his own boat. Now, about that "Townie" weathervane...





## Back to Basics Cruising Boat

Early in 1979 the New Zealand government introduced a rather short-sighted and damaging piece of legislation to tax all new boats being built, which has subsequently put many boat builders out of the business.

The editor of a boating magazine suggested that people would now have to settle for smaller boats to keep the costs down, but I reasoned that if cheaper boats could be built, a reduction in size would not be necessary.

I decided to have a go at designing a back-to-basics family cruising boat with as many cruising comforts as I could get in, such as full standing headroom, four full-size bunks, and a good size galley.

To complicate matters even further, ten year old daughter Denise, egged on by my wife Phil, insisted on a separate toilet compartment. A few hours at the drawing board soon revealed that I could get all this into a 24' design, but I had to drop the idea of having it double-ended as I had originally intended, as the cockpit was getting a bit small. I kept the draft of 28" which enables me to walk out to the boat without getting my shorts wet when it is just afloat. The draft with the centerboard down is 4'. It was midway through October; leaving ten weeks until Christmas, so in a rash move, we set the launching for Christmas Day (southern hemisphere, remember), the budget at \$1,500, and got

started.

As I would be building the boat myself, it was not necessary to have a complete set of drawings, so I spent two days at the drawing board producing a lines drawing with offsets and a general arrangement drawing. Not being a boat builder, I kept construction simple, building upside down over two permanent 1/2" ply bulkheads and three temporary frames, on to which the untreated pine keel, chines, gunwale and stringers were fastened. All joints were to be galvanised nailed and epoxy glued. I bought twenty sheets of untreated marine bonded 1/2" construction ply, some 1"x3" untreated pine for chine, keel, etc. and a few lengths of 1"x6" rough sawn pine for the temporary frames.

It had been my intention to build the boat out in the open in the garden, but with this rather rash idea of launching on Christmas Day, I decided to seek out a suitable shed to avoid delays from bad weather. Fortunately, a friend just happened to have a suitable shed which was not being used, and without the use of this shed and its owner's help and generosity throughout the building of "Caique", I don't think we would have made it.

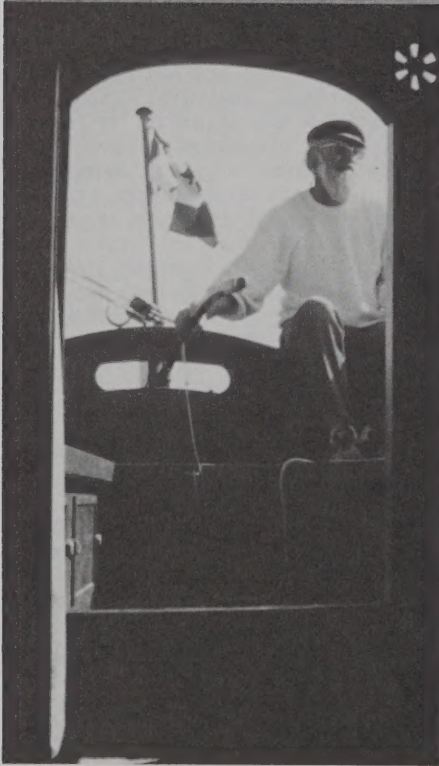
With the now completed bulkheads and frames in hand, it took one day to level the earth floor and set up a rough building platform, the following day saw the bulkheads and frames in position.

A boatbuilder friend scarfed the keel, chines and stringers into full length pieces and by the end of the week the framing was completed and faired off ready for the plywood bottom and sides to go on. It took four days to put these on and one more day to apply two coats of epoxy resin without cloth.

On the Friday night I rang around a few friends to ask their help in turning the boat over. It was not easy convincing them that the boat was at this stage, however, on Saturday morning a few locals and a group from Mumbles Reach Boating Club turned up and we had it turned over in about ten minutes. After a few beers to celebrate, it was back to work, setting the hull level so that a spirit level could be used when fitting the interior joinery. We were amazed at the room inside, it seemed enormous for a 24 footer.

The cockpit was framed next, and before fitting the seats, the whole aft area was liberally coated with epoxy resin, as were all surfaces inside and out, this being the timber treatment, rather than using tanalised timber, which would have caused a reduction in the strength of the glued joints. The forward bunks were fitted next and then the foredeck, which is set down about a foot from the gunwale to form a large anchor well. This





caused much comment from the many visitors who called.

The cabin top went on in two layers of 3/8" ply and we could now see roughly how the completed boat would look.

One job I had been dreading was making the steel box keel centercase and centerboard, but I couldn't fit out the galley and saloon until it was in place. I had to do it next. A friend kindly offered to let me use his welding and cutting gear and whatever I could get out of a large pile of scrap steel. This was by far the most physically demanding part of the project, mainly because time was running out and I had to complete the job in extremely hot weather, taking three days to do it.

At the time I didn't realize that although I had been using safety glasses, a piece of steel from the grinder had entered my eye, and two days later I was having difficulty keeping my eyes open. A visit to the doctor revealed the piece of steel, which he removed. He then covered the eye with a patch and gave instructions

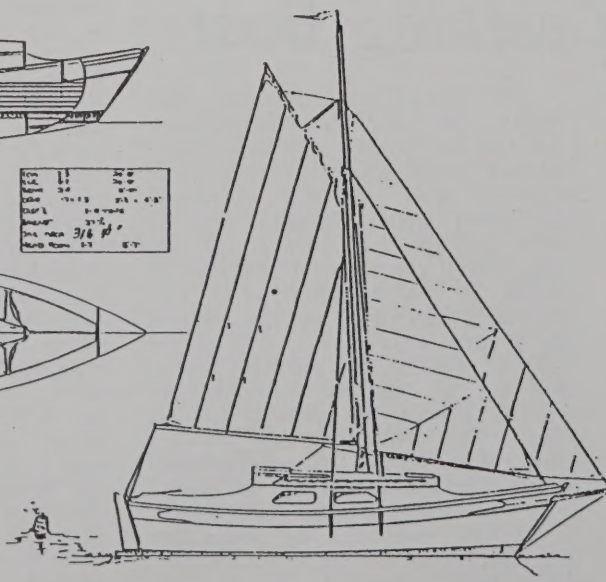
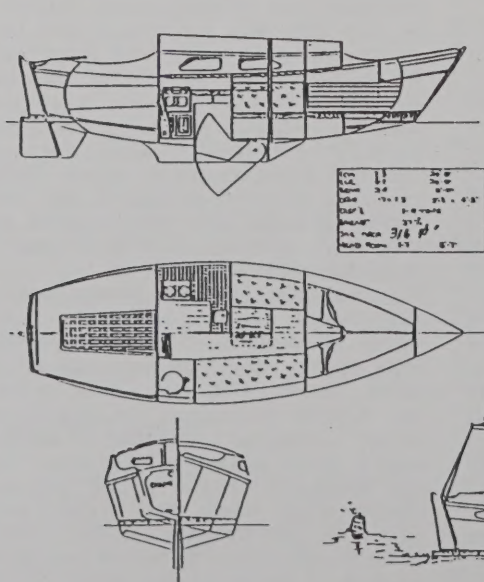
that I keep it on for a week. Ordinarily this would not be too much of a problem, but as I have been blind in the other eye since birth, it meant no boatbuilding for the week. It was a frustrating week and I really began to appreciate the enormous handicap of being totally blind. Fortunately, my eye did not suffer any permanent damage and I was able to get back to work. Now I'd have to work twice as hard if the launching date was to be met.

The next job was to put the ballast into the keel, and as the budget would not run to lead, it had to be steel punchings. The total weight with ballast was supposed to be about 1,700 pounds, but with the punchings instead of lead it came to just under 1,200, so I would have to add about 500 pounds of internal ballast. This would obviously make the boat more tender but as we had no choice, it was no good worrying about it.

There was just enough room in the shed to jack the boat up sufficiently to get the keel under, and as we lowered the boat down on to it, we applied a good layer of gunk and bolted it up tightly.

With but two weeks left to launching day, the pace began to quicken, Dobbie made the fore-hatch, Denise painted, I fitted out the saloon, galley and toilet and Phil kept the job clean with much action on the vacuum cleaner. Tony went off to make the mast tabernacle, Brian found a rather decrepit and slightly rotten Oregon mast and Bill made the rudder.

Most of it came together four days before Christmas, Mike and I loaded her onto a trailer and with a tractor towed her down to the beach at Greenhithe where we left it on the sand to await high tide. By 6 p.m. it was afloat and Leigh ferried us out to it in his Grand Banks Dory. Dobbie delivered the



Shallow Draft: 2'3" board up, 4'3" board down.

Trailerable: 3,600 pounds, 8' beam, tabernacled mast.

Spacious: Main cabin 8'x8', 5'7" headroom in galley. 6'6" double berth forward, 6'5" single berth/settee. Large cockpit seats 6, sleeps 2.

Cutter Rigged: Ideal for easy handling. Gaff headed tanbark dacron loose footed main, boomed staysail, jib. 316 sq. ft. sail area.

Ballasted: 800 lbs. lead in 1'6" deep steel keel with 200 lbs. lead additional in bilge.

Plans: Six sheets, including keel construction, skeg and tabernacle details, \$225 U.S. Study plans \$3.

Finished Boat: Cobblewood Boats has completed boat as pictured in accompanying article offered at \$23,000 U.S.

Source: Cobblewood Boats, Box 132, Cobble Hill, BC, Canada V0R 1L0, (604) 743-4617.

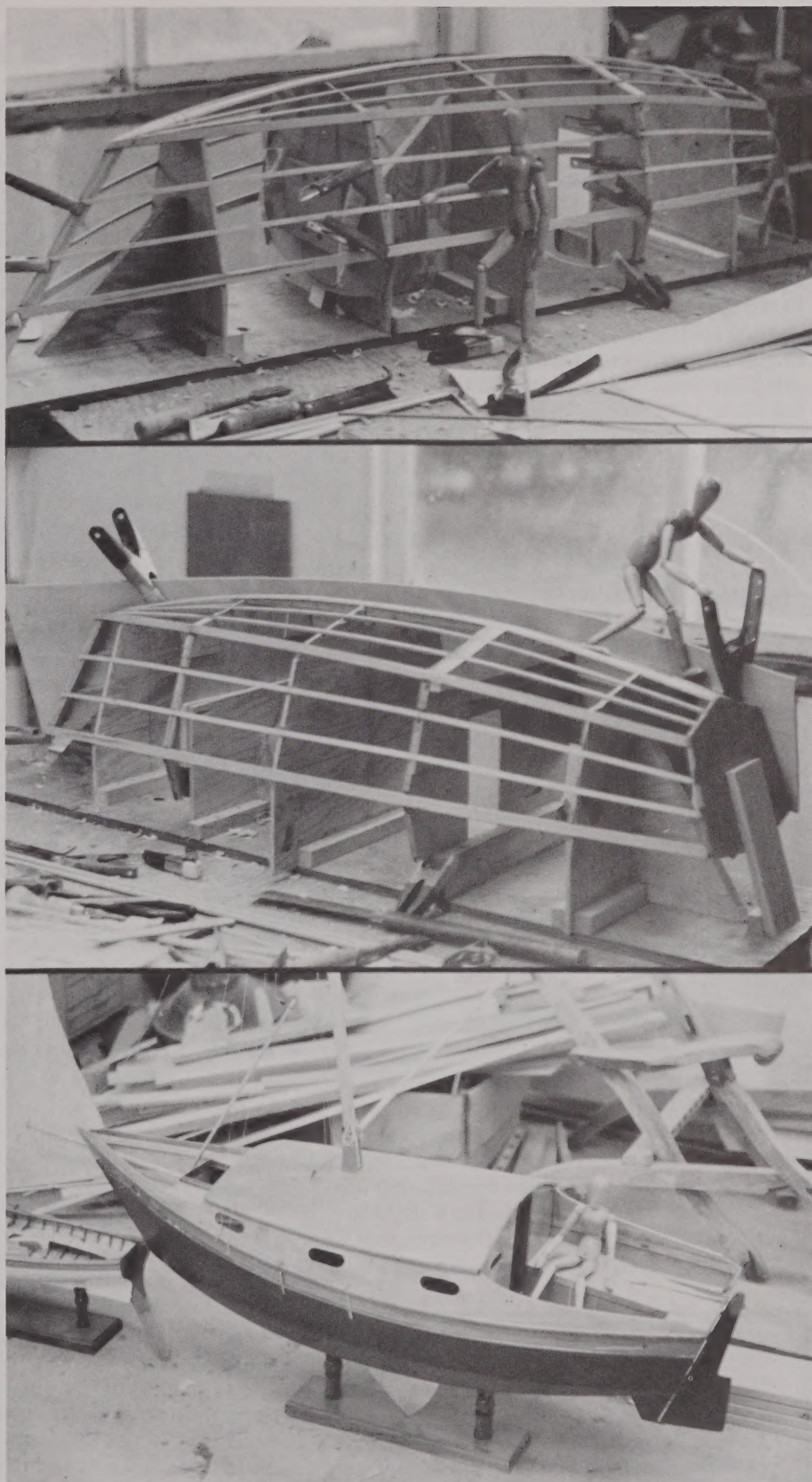


second-hand sails before Christmas day, but it took ten days for us to shape up the mast, boom and gaff, and organize the rigging and fittings, most of which had to be hand made.

Very late one night, after a frantic day of rigging, Bill and I had the first sail. There was not much wind but she moved through the water well, and apart from being a wee bit tender, as expected, we felt she was a grand success. It had taken ten working weeks full time and a total outlay of \$1,352NZ. Since then we have fitted the internal ballast, which has stiffened her up, and she sails extremely well, being well balanced and easy to handle. Eventually we will install an inboard engine and a bowsprit so that it will be a gaff cutter with boomed stays! We carry a simple pair of legs to hold her upright when we dry out on the beach, and having the ability to do this has greatly increased the pleasure we get from cruising, especially in the upper reaches of the Waitemata Harbour where there are so many nice beaches which cannot be used by deep draft boats.,

(One year and just over one thousand miles later, we are still very much in love with "Caique". We have had her out in extremely rough conditions which she handled well, and have lived aboard for a period of four continuous weeks without feeling cramped.

We still haven't fitted an engine and have enjoyed not having one, and we still have to fit the bowsprit. There are now three "Caique" sailing and thirty under construction, all by amateur builders who are thoroughly enjoying the experience of boat building. The building plans are well detailed, and no lofting is required. Six sheets give all the details including those on how to make the fittings from galvanized mild steel.



The scale model of "Caique" was built by professional model builder Ted Turner of Pender Island, BC, Canada. Scale is 2' to 1", the model is 4' long, the model "builder" is the scale equivalent of a 6' man. If the real thing is more than you care to tackle, the 4' scale model would be a pretty impressive addition to your home decor.

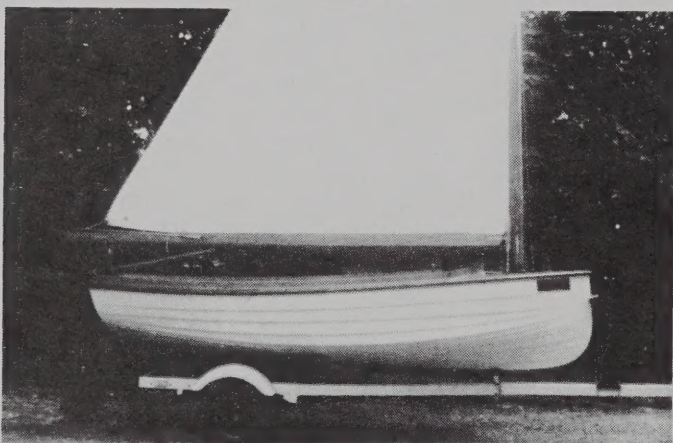
Article by Denis Ganley  
Submitted by Betty Lord, Cobblewood Boats



## After 50 Years

In the salty waterfront town of Port Washington, on the north shore of Long Island is an exquisite little 11 1/2 ft. pilot gig tucked into a garage, that has never been near the water in 50 years. She was reconstructed and finally completed in 1984 after four years of rebuilding.

Her broken and discarded remains were discovered in 1938 on a derelict mud beached old barge where an old captain was living. While walking along the waterfront, Fred Farah spied her and his attention was strongly drawn to her unusual transom which reminded him of the high stern old English warships of yore, which came to a pointed V-shaped at the keel line. When asked, the old captain said, "Oh, she's just an old pilot boat I plan to cut up for firewood this winter". In a blink of an eye, Fred offered him \$5 and took home the pieces. Well, all the king's horses and all the king's men couldn't put her back together again! Later, Fred showed up at the local Purdy Shipyard with his large bundle of you-know-what in his arms and asked a skeptical Milton Purdy if the scraps could be used as a pattern to re-cut the transom, stringers and ribs. After hearing Fred's story, Milt decided to cater to his whim. Fred, with newly cut pieces, finished her skeleton framework when World War II broke out; he then docked her in the rafters of his garage for the duration.



After the War, other priorities came along and he felt, "Well, I'll get to it one day", and the "one day" was always tomorrow. So in 1980 his next-door neighbor, Dick Moyer, a younger small boat sailor, spied her and after hearing the tale, suggested they finish her up and see if she floats.

Of course, she will never do the strenuous work that was intended for this type of boat which was to transport a New

men who knew the tides, currents, traffic and where every rock and shoal were. For many years, piloting was a highly competitive and dangerous business.

York harbor pilot to and from the larger pilot schooners, or "mother ships" to incoming and outgoing ships entering the busy harbor during the 17th and 18th centuries.

The general public is mostly unaware that the Sandy Hook Pilot Association is a very old, highly respected profession with enormous prestige. The "Art, Trade and Mystery" has been handed down from generation to generation. They are intensely proud of their unique vocation, but are quick to shun publicity.

In the early days of sail when large ships from all over the world would enter lower New York Harbor, some captains, unfamiliar with the harbor, would request the assistance of a guide to maneuver them into the dockage areas. These first harbor guides, later pilots, were all local fishermen or boat-

Everyday it looked like, and was, a schooner race, as they would sail out to sea in all kinds of weather to put their men aboard ships as the first man to reach the deck got the business. In many cases, each pilot had his own personal gig or yawl which would be launched from the larger pilot schooner and one or two men would row or sail out to a ship where a jacob's ladder was put over the side and the pilot would make his way up while both ships were underway. Even in heaving seas and gales of such fury as to "unhair a dog".

Now, back to the little pilot gig. Neighbor, Dick Moyer, had never actually built a boat before, but being a creative package designer by profession, he put his whole heart and talents into this little boat...and it shows! There were no plans, so he lifted the lines from the existing framework and made drawings of how he thought she should look. He even made the steambox for bending the planks, using a hotplate and ruined three tea kettles in the process. She has an 18 ft. hollow Spruce mast stuffed with ordinary aluminum foil which Moyers said, "will show up on any radar screen". She carries a 10'5" boom and 73 sq. ft. of sail. Dick said he would have liked her to be gaff rigged along with traditional wooden hoops, but Fred said, at age 80, "I just might like to race her".

The four different woods gives her a colorful overall appearance such as the original Oak framework which has now darkened with age, her transom was double planked as the original had split so badly that Dick cut another Mahogany one. Seats, coaming and the 1/2" lapstrake planking is Pine. Her three belaying pins are custom cast solid brass as she is fastened with copper nails secured with a washer and hammered flat. She is completely caulked with BOAT LIFE. Fred has an original Oak seat which he believes must be at least 150 years old.

On the day she was officially launched in August, 1985, Fred gently christened her with a bottle of Champagne and after a short trial sail which Fred watched from shore, he said, "She acted like a young colt and flew away with the wind". She is indeed a neat little package that Dick Moyer put together and is of museum quality and is a typical small pilot gig, an example of a bygone era of our maritime history.

(A young English shipwright, Mike Bull, is now working on a New York Pilot gig at the South Street Seaport Building Shop at the corner of John St. The public can view the progress while he works. Also undergoing restoration is a Sandbagger. The Museum Building Shop is open Wednesday-Friday, from noon to 5 pm and Saturday and Sunday from 10 am to 5 pm.)

### Interested in traditional small boats?

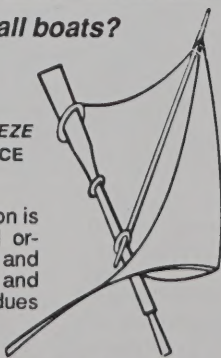
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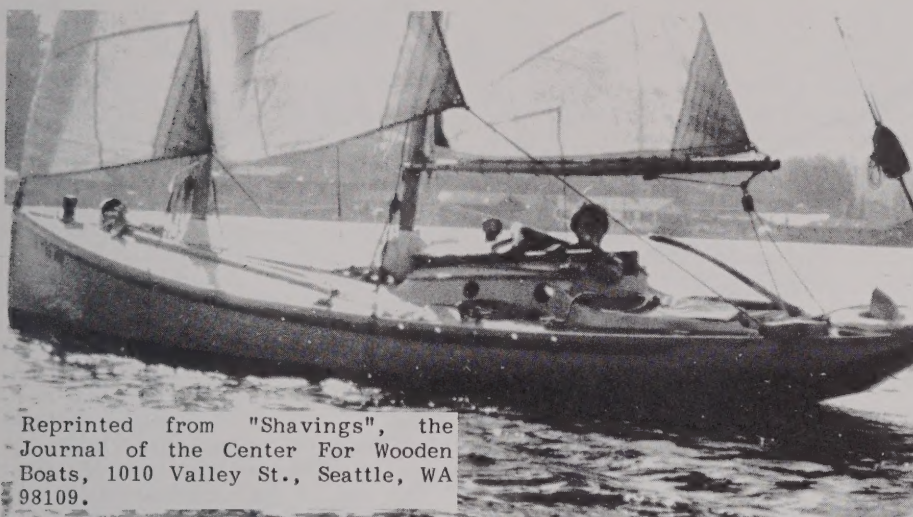
The Traditional Small Craft Association is a non-profit tax-exempt educational organization which seeks to preserve and encourage the design, construction, and use of traditional small craft. Annual dues \$15 (Tax Deductible)

Write to: The Secretary  
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## A BIG BOAT CAN COME IN A SMALL PACKAGE



Reprinted from "Shavings", the Journal of the Center For Wooden Boats, 1010 Valley St., Seattle, WA 98109.

On the wind, *Dana Erin* sails herself beautifully.

Todd Blakeley and his boat were made for each other. Watching him rig the sails as his little schooner gathers headway, you see a man totally in harmony with his vessel.

His *Dana Erin* was built in 1979 in Sausalito by Kit Africa, son of the redoubtable Spike, "Mayor of the Pacific Ocean." Kit was working on the refit of *Wanderbird* at the time and decided to build "the most complicated boat he could build in 20 feet," Todd says.

Kit chose a fully-evolved racing version of the Kingston Lobster Boat, using the lines on page 161 of Chapelle's *American Small Sailing Craft*. They show a graceful hull with hollow garboards, gently rising floors, and a firm bilge. It has a sharp entry and a long run; its keel is straight with a marked drag. The original lobsterboats had plank keels and centerboards. The racing models had shallow, moulded keels but kept the centerboards. Kit continued the evolution, eschewing the centerboard in favor of a deeper keel. *Dana* draws 32 inches, providing plenty of lateral plane. The rudder is "humongous," Todd says. The stem is uncompromisingly straight, as it was in the working lobsterboats, but the stern is pure yacht: a steeply raked oval transom with a beautiful tumblehome. It's an easily-driven hull which gets its impressive stability from a 7-foot beam and 700 pounds of lead ballast, a 400-pound pig inside and 300 pounds mortised into the keel.

Chapelle's design is rigged as a spritsail ketch, but Kit chose to rig *Dana* as a schooner. There's an ample jib, a big boomless gaff-headed foresail that overlaps the mainmast and a boomed jib-headed main, quite a bit smaller than the fore. Though her rig height makes her a schooner, the distribution of her sail area recalls her ketch forebears. There's a single deep row of reefpoints on the main. In heavy weather, the lobstermen left their mizzens home, operating on mainsail alone. Todd figures that he can follow their example in heavy weather, striking the main and ultimately the jib. He also thinks jib and main alone, especially a reefed main, might give him an option the lobsterers never had.

However, the biggest difference between Todd's boat and the traditional model is that *Dana* has an inside. It's fully decked, bow to stern. There's a small cockpit well aft and a coachroofed cabin with the floorspace of a phone booth tucked neatly between mainmast and horn timber. With its sliding roof, the cabin could be considered a companionway with delusions of grandeur, or the nautical equivalent of the telephone alcove in your front hall, if it wasn't so completely fitted out. There's a small ceramic pedestal for the stove in one corner, and a host of fold-down working surfaces. On one side there's a tiny countertop with covered hatches in its top for silverware. On the other side there's a bookshelf that holds a baker's dozen paperbacks. There's even a pull-out cutting board of end-grain maple blocks, about the size of a three-by-five index card. There's a gimbaled kerosene lamp. There are four 2½ inch portholes.

There's a forward bulkhead, from the port side to midships. The open half is the entryway to the forecabin. It's about 30 inches wide and 35 high, but its lower threshold follows the curve of the hull. Since both forecabin and "saloon" are fully ceiled and painted, the best way to negotiate this tiny opening is to grab the thwartships sill above it and swing your legs through, sliding in on your back. Once through, there's a surprising amount of room (remember that 7-foot beam) if you just want to lay down in the berth and admire the T&G doug fir strips and 1x1 carlins of the deck, just inches from your nose. There are canvas storage bags along the starboard side and, forward, a forepeak full of anchor chain and other miscellany. Eight round deck prisms provide a surprising amount of light. Whether you call it cozy or claustrophobic is a matter of taste. Todd said that he'd had "more than a hundred visitors on the boat, but you're one of only about 14 that went into the forecabin."

When I saw *Dana* at the Boat Show, it was love at first sight," Todd said. We could see why when we took the tiller. The deck has both

crown and sheer. There's an anchor chocked down forward and a Charley Noble on the portside. Fittings are severely traditional: the cleats are oak, the fairleads are bullseyes, and the blocks aloft have wooden shells and tarred rope strops. The craftsmanship that can be seen is impressive, creating a lot of confidence that it's where it can't be seen as well. With the two masts and their ample spread of sail, *Dana* has the feeling of a much larger ship. When she comes about, she has the stateliness that makes steering a schooner one of life's true joys. Though Todd usually singlehands her, there's plenty to do for two.

"I have a friend with a Banks Dory. It's a real truck—we haul lumber and groceries in her all the time. He has 60 feet of halyard and one sheet maybe 25 feet long," Todd says. "I have three halyards, about 250 feet worth, three sheets totalling 80-plus feet, and a spinnaker. It's just incredible to sail. So far, I've sailed it down from Pt. Townsend and cruised in Lake Union. I'm going to spend next summer taking her to boat shows and down to South Sound. Someday I'd like to go up to the Canadian Gulf islands. All I want to do is simple sailing."

"My Mom wanted to know what I was going to do with it. 'It's just a toy, then?' she asked. 'No,' I said, 'it's going to be a learning experience, just like going to school.'"

To keep it from being "just a toy," Todd has found another use for his pocket schooner. Part of the time she's a liveaboard. Though it's hard to credit, Todd lived on her for a good part of the summer and once he completes reinstalling the stove and finishes some interior work, he plans on moving back. We had a friend who lived on a 20-foot sloop at the Shilshole marina. He said that as a result he decided never to own anything he couldn't leave out overnight in the rain. We asked Todd what he had learned, good and bad, living in such narrow quarters.

"It's good for my budget," he replied. "You don't buy a lot of things 'cause there's no place to put 'em. Everything's close to hand. Really close. The only thing I don't like is always having to put my pants on laying down."

"I'll say one thing for sure," he said with satisfaction, "I sleep better than I've ever slept anywhere in my life."

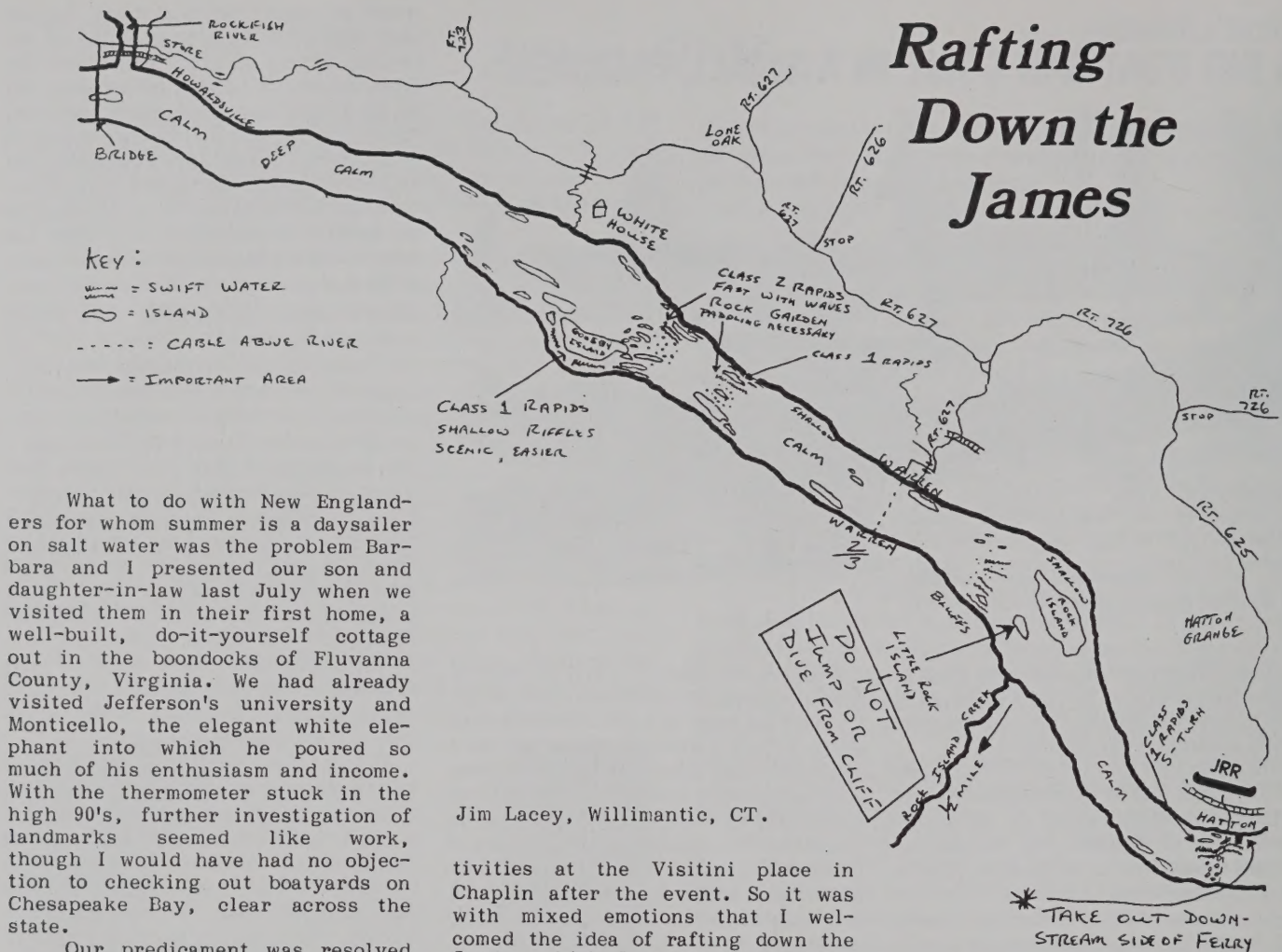
—Story and photos by Chas Dowd  
—Camerabot operator Horace Ingram



That's a grand spread of sail for a 20-foot boat.



# Rafting Down the James



Jim Lacey, Willimantic, CT.

What to do with New Englanders for whom summer is a daysailer on salt water was the problem Barbara and I presented our son and daughter-in-law last July when we visited them in their first home, a well-built, do-it-yourself cottage out in the boondocks of Fluvanna County, Virginia. We had already visited Jefferson's university and Monticello, the elegant white elephant into which he poured so much of his enthusiasm and income. With the thermometer stuck in the high 90's, further investigation of landmarks seemed like work, though I would have had no objection to checking out boatyards on Chesapeake Bay, clear across the state.

Our predicament was resolved when Denise and Chris thought of the James River Runners Canoe Livery just down the road in Scottsville, where we could rent tubes and a raft. I would have opted for canoes, to show off the mostly imaginary or long-lost skills I had acquired at a lakeside camp back in the '50's, but I kept my thoughts to myself for once and let the young people make the decisions. I also managed to contain my thoughts about rivers and the craft that ply them, which I have always deprecated.

My notion of a proper river was come by as a boy looking out over the majestic Hudson from Riverside Drive to the Palisades, and not too many rivers had impressed me since then--not the Rhine, the Danube, or even the Mississippi. Canoes always struck me as about as comfortable and seaworthy as logs, and I recalled my lack of enthusiasm the previous fall as crew aboard an aluminum lunker, scraping along the old Shetucket in about two inches of water, banging into rocks and sloshing through mud. I had to admit, however, that I always enjoyed the annual tube race down the Natchaug, although I had never gone so far as to enter the race myself or even sit in a tube, but have been content to show up for the beer drinking fes-

tivities at the Visitini place in Chaplin after the event. So it was with mixed emotions that I welcomed the idea of rafting down the James, which I assumed would be, this far from its mouth, a piddly little stream like the Natchaug, one you could throw a rock across--underhanded.

The people at the JRR Canoe Livery were friendly, enthusiastic, full of helpful suggestions, and obviously concerned about our comfort and safety. The injunction they print on their promotional brochure suggests their feelings about the river and its environs. "Take nothing but pictures; leave nothing but footprints." We rented two tubes and a "raft", a circular eight-foot diameter inflatable with a well in the middle for a cooler. With several other parties we were taken three miles upstream in a bouncy and rattling mini-bus to a put-in at Warren, where our gear was presently delivered in a much-used pickup.

The James River, even as far upstream as Scottsville in Fluvanna County, is an impressive body of water, broad and powerful, swiftly flowing between well-timbered clayey banks. The opaque, unruffled surface appeared deceptively calm, even though the current that day was flowing at about three knots, so that Chris, a competitive swimmer a few years back, had all he could do to make headway swimming against it. The temperature of the water must have been in the 80's,

and though it initially felt cool in the sweltering heat, there was no shock of cold as is inevitably felt plunging into New England waters, even in August.

Barbara and I climbed aboard the ample and surprisingly stable raft while Denise and Chris plopped into their tubes, and off we went, sliding down the strong, shallow river. Looking beneath the surface, I noticed for the first time the lush, weedy growth of olive and umber fronds waving in the stream like an unearthly landscape. It was reassuring to observe that any of us could stand in the river, despite the strong current. I also noted that the raft and tubes seemed disposed to take care of themselves, following the current leisurely around obstacles, unlike vessels adrift in tidal waters, which immediately head for neighboring craft riding at anchor or the nearest pile of rocks. As there was no trash or litter anywhere--not so much as a beer can--we were startled to glimpse a pair of sneakers in a life-like position on the bottom, and relieved to ascertain that no one was attached to them.

Without an effort, we left the other parties that had put in with us at Warren behind several bends of the river, and we found our-



selves alone on the stately James. The silence was interrupted from time to time by our chatter and laughter, and an occasional splash and shout. Every once in a while, a thermal would grab a clump of tall deciduous trees on the bank, rustling their leaves, presaging the refreshing momentary appearance of a cooling breeze, without so much as a catspaw on the intervening expanse of water. We beached our craft for a picnic lunch on a tiny island with a miniature sandy beach rimmed by a healthy crop of poison ivy, Virginia creeper, and thorn bushes, in the lee of an enormous cliff-like boulder, which set me to wondering what kind of glacier had wandered this far south.

Continuing down river on our trek, Denise took command of the raft while Barbara and I tried tubing, which I found to be thoroughly enjoyable despite, or maybe because of, the ridiculous posture it forces you to assume. We were soon overtaken by a young couple in an elegant bottle-green canoe, and returned their cheerful greeting. The young man made some joke about my hat, a Red Sox baseball cap which I often wear when away from New England because it inevitably draws some comment, usually of bemused commiseration. It then occurred to me that if we had rented canoes, we would have had to paddle, and our lazy, serendipitous idyll would have taken on a semblance of seriousness and would have been much abbreviated as well.

The three hours we spent on our adventure had seemed a matter of minutes, and all of a sudden we found ourselves negotiating an S-turn through the "Class 1" rapids immediately before arrival at the ferry dock at Hatton, our take out. Just as I was discovering that a "Class 1" rapids might not be noticed if it weren't pointed out on the chart, Denise, who had relinquished command of the raft, got hung up on the rocks and demanded a gesture of chivalry from her errant husband. Chris, who had been exploring the dead water along the bank, rushed in mock heroics to the rescue as Barbara and I let go of the painter, abandoning our daughter-in-law upon the rocks like a New World Lorelei. As we came abeam of the ferry dock, Barbara and I slid into the water, which, to our dismay, was way over our heads. With the two of us kicking up a storm, we managed to get the raft ashore somewhat downstream of our objective. The teenagers hanging out at the dock looked on in what I took to be approval. They probably hadn't ever seen the rapids run exactly that way before.

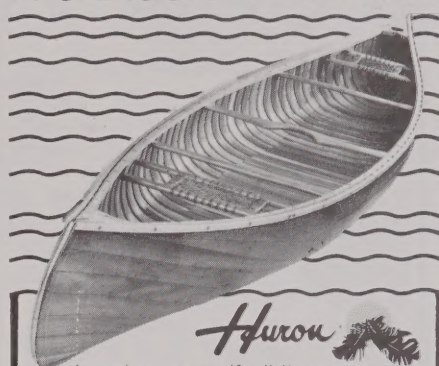
Inspired by this memorable jaunt down the James, I decided to take a closer look at the rivers and streams flowing through my own

Windham County, Connecticut, in the Land of Steady Habits. I began with what I assumed was the thoroughly unremarkable and commonplace Willimantic River, which runs right through town, parallel to Main Street, two blocks down the hill from my house. There is a trail of sorts, I discovered, along its bank and there are vantage points for viewing less accessible stretches of the river as it wends its way through the city, including, of course, a number of bridges. The view from the narrow footbridge stretching across the old Central Vermont Railway yard and high above the steep gorge of the river is impressive indeed.

What I saw convinced me of my ignorance. On a raft, a tube, or in a canoe, running THIS stretch of the river would be terrifying if not suicidal. A bit of research revealed that the Willimantic River in spring is a fairly easy and lively run suitable even for novices all the way from Stafford Springs to the Bridge Street rapids, where the river enters Willimantic. Dave Hankins, an authority on canoeing hereabouts, emphatically warns enthusiasts to take out before Bridge Street, for beginning there, the river swirls through a series of rapids and dams, plunging some ninety feet from one end of town to the other. By way of comparison, the mighty Connecticut falls less than half that much in her 75 mile journey from Springfield, Massachusetts, to the Sound. Niagara it may not be, but boaters beware!

I have since learned that a few blocks north of me, at Lauter Park, there is an easy put-in on the lower reaches of the Natchaug, where it is no longer a piddly little stream. A look at a map tells me that from there just around a bend, the Natchaug joins the Willimantic to form the Shetucket, which itself is eventually joined by the Quinebaug above Norwich, where it flows gracefully into the broad and serene Thames. On the map and in my mind I follow the Thames as it meanders past the Harvard and Yale boathouses, past the submarine base at Groton and the "Eagle" moored at her berth beneath the Coast Guard Academy, under Cold Star Bridge, through all the familiar haunts of New London harbor, turns sharply left into Pine Island channel just before Edgar's New London Ledge Light and comes to a halt at my mooring in Spicer's. And I find it increasingly plausible to fancy myself paddling down this lovely river of many names in an elegant bottle-green canoe or one of those nifty kayaks I read of in "Messing About in Boats".

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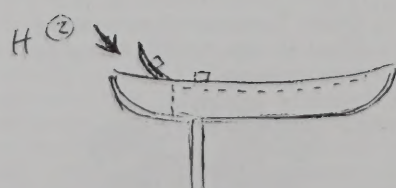
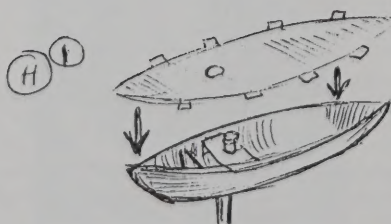
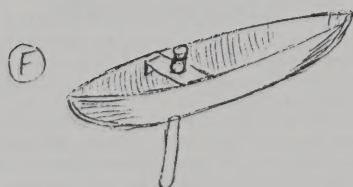
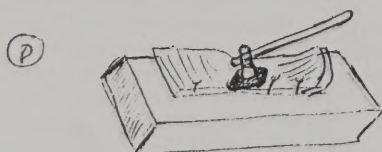
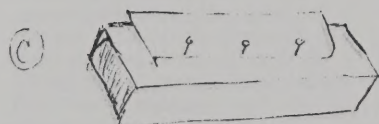
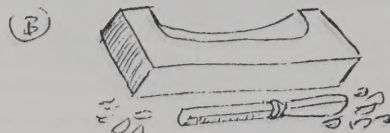
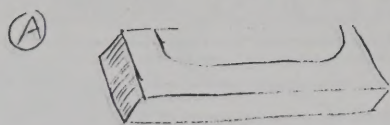
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## Build a Custom Copper Weathervane

A "messaging about" idea that can provide long term direction is the building of a copper weathervane modelled on your own boat. Whether it be a simple canoe, dory with spritsail, or a full-rigged ship, the principle of construction is the same.

The weathervane must be perfectly balanced to turn into the faintest breath of air. The portion aft of the pivot post must present more surface area to the wind (weather helm!), thus the forward part must be weighted to compensate to achieve the necessary balance. This is all really quite simple and if you decide to undertake the building of your own weathervane, the necessary materials are readily available. Copper flashing can be obtained at most building supply centers. Some lead (old sinkers, etc.) copper wire, copper tubing, a ball bearing and a steel rod are about it.

The tools needed are found in most of our cellar or garage workshops; propane torch for soldering, tin snips, drill, C-clamps, a ball peen hammer. One item perhaps not readily at hand is a large U-shaped carving chisel. Perhaps a neighbor?

(A). The first step is to draw the outline of the hull on a block of wood that is thick and deep enough to accommodate half the beam width needed.

(B). The shape of the hull is then carved down into the wood forming a mold. If the boat is a symmetrical double-ender like a canoe or surf dory, this one mold can be used to form both halves of the hull. For hulls with different bows and sterns, left and right side molds must be made.

(C). Cut a piece of copper to necessary overall size for a half hull. Secure the keel edge of the copper sheet to the mold with three nails so the copper will not shift around as it is beaten down into the mold.

(D). Pound on a little bag of sand or a piece of heavy leather laid on the copper to avoid marking

up the copper with the hammer. Leave a surplus edge all around for clamping the halves together for soldering.

(E). In each keel at the chosen spot for the pivot post (about one-third of the way back from the bow, based on having the larger area behind it) cut a semi-circle large enough for a piece of half-inch copper tubing to be inserted after assembly.

(F). Solder the two hull sections together. Inside just below the gunwales install a cross bracket over the keel cutout. Insert a piece of half-inch copper tubing through the cutout in the keel and up through a matching hole in the cross bracket. Solder a cap onto the top end of the copper tube. You are now well on your way to your custom weathervane.

(G). Cut out a copper bulkhead to fit into the hull forward of the pivot post. Leave tabs on the edges of this bulkhead to fold over for clamping to the hull while soldering into place. This provides a "hold" into which the lead necessary to achieve the needed balance will be poured when the vane is nearly completed.

(H). It is a good plan to deck over the hull to keep out snow and ice which will upset the balance in winter. Cut it to shape to fit the hull and leave tabs around the edges to fold up for clamping into place for soldering. Cut a hole to fit over the top of the pivot post and install, soldering along the gunwales up to the bulkhead, leaving the foredeck open until after the lead ballast has been poured into place.

If your ship has a mast or masts, solder a short piece of copper tubing to the deck as a mast step for each mast to be fitted. Cut out your masts from copper tubing and solder into the mast steps. Cut out and fit any booms and solder onto the masts at the appropriate locations. Cut out the sails and secure them to the spars either with copper mast hoops or copper wire lacing. Use wire to set up the



standing rigging, punching small holes in the gunwales to locate the lower ends. At this time, also cut out and fit any centerboard, lee-board, keel, and rudder.

(J). Now for the balancing act. Place the vane on its steel rod mounting post which is laid flat on a table with the vane assembly out over the edge so it can pivot vertically to its existing balance point. Place small lead pieces on the bow end until the hull is brought up to a level balance.

(K). Melt this lead and pour it into that forward "hold" (after righting the hull, of course). Test the balance again on the rod. If it is close but not exact, a little bit can be added to the foredeck or rudder in search of final perfection.

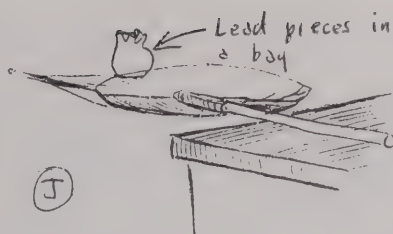
Drill a shallow hole into the top of the steel shaft to accept the ball bearing. This completes the pivoting portion of the vane.

(L) I use only North and South for directionals (you can add East and West at 90 degrees with a duplicate set of tubes and copper ribbon for supports). Use the half-inch tubing for the vertical support and the smaller tubing used for the spars to hold the letters. Slit one end of each tube to hold the letter cut out of copper sheet and file the opposite end concave to fit onto the outside of the vertical copper tube.

(M). Solder into place. Layout a pleasing shape of support ribbon with a paper strip and then cut this total length ribbon out of the copper sheet, then roll up into the form desired, after turning up both edges a bit to add strength. Since the solder points are close you might use 40/60 for the tubes and 60/40 for the supports.

(N). Slide the steel rod holding the vane into the copper tube holding the directionals, and wedge it tightly with a small piece of the copper sheet cut and folded to fit tightly into the clearance space.

Choose your spot for mounting so you can easily view your handiwork on any morning when you glance out the window to see what the wind is up to. You'll enjoy it.

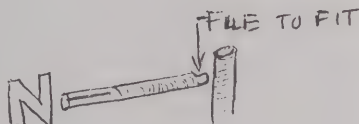


(J)

(K)



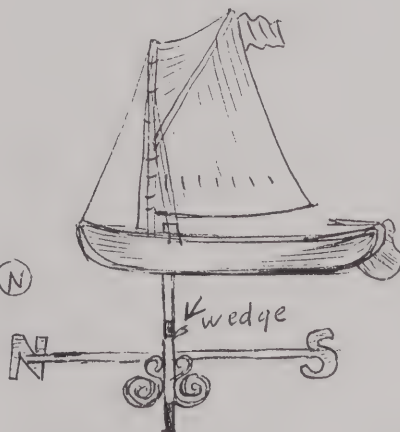
(L)



(M)



(N)



Report, Illustrations & Photos from Carl Erickson.



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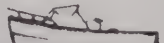


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# DESIGNS & PROJECTS



MAY LAUNCHING FOR "MORRISSEY, JR."

I am presently decking "Effie L. Morrissey, Jr.", my scale version of the schooner now known as "Ernestina" and plan for a May launching. The photo shows her as of mid-January. I thought I'd tell the two local papers, the National Maritime Historic Society, Mystic Seaport, and you, hoping all might find time to attend. Anyway, I hope to see you in May.

Fred Littleton, Chilmark, MA.



## THIS BOAT STUFF WAS HARDER THAN I EXPECTED

My name is Mark Chapman. I'm a student at Middlebury Union High School Alternative Education Program in Middlebury, Vermont. I was looking through one of your magazines and saw the "Rob Roy" (Weston Farmer's design, ED.) and I asked the program director Dave if I could build it. I had done some woodworking before but never boat building.

Dave told me how and what to do. I drew out the plans on a full size piece of plywood. I then made the frames from the measurements off the plans. I built the frames with a bit of difficulty, then Dave told me what I did wrong and I fixed it. This boat stuff was proving to be harder than I expected! I wanted to stop building.

Dave and I sat down and he told me exactly what I had to do, and that it was simpler than I had taken it to be. I put the frames on

the keel that I had previously made and put them where they were supposed to go. I then steamed and laminated stem and stern. Then I had to plane the frames to the right angles so that the sides would fit right. I bolted the stem and stern onto the keel, then cut the sides and bottom out and nailed them on with silicon bronze nails. I then nailed on the gunwales.

Jimmy Lafountain and Tim Clark fiberglassed and painted the hull. Finally we put the seats and floorboards in and last of all, the oarlocks. The "Rob Roy" was everything I expected and more. She's stiff, light, and very fast in the water.

Mark Chapman, Middlebury, VT.

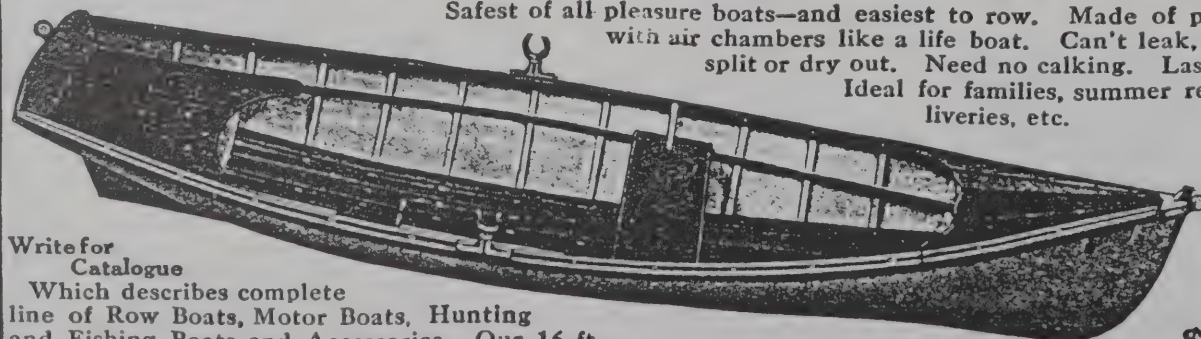
ED. NOTE: A requirement for scholastic credit for Mark's project was to write a report on it for possible publication in interested media. We were very interested.

## THEM DAYS ARE GONE FOREVER...

Yet another in a dreamboat of long ago, the ad below appeared in a 1910 issue of "Redbook" magazine, a general interest publication of news and comment almost 80 years ago. Pretty hi-tech for a rowboat, and oh, so affordable.

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#### PLEASED WITH COCKLESHELL

I wanted to let you know how pleased we are with your "Cockleshell" plans. They were easy to follow, and we now have a nice addition to our fleet. It took two of us, (with no boat building experience at all) four Saturday afternoons, plus some extra time during the week for quick epoxying sessions.

We chose to leave our first

one bright finished since the wood looked so beautiful, covering it with three coats of marine varnish. We added an extra bulkhead behind the seat so that we could cut another cockpit for my son when he gets a little older. We also added a mast step in the kayak for downwind sailing. Hopefully we can finish three more before spring.

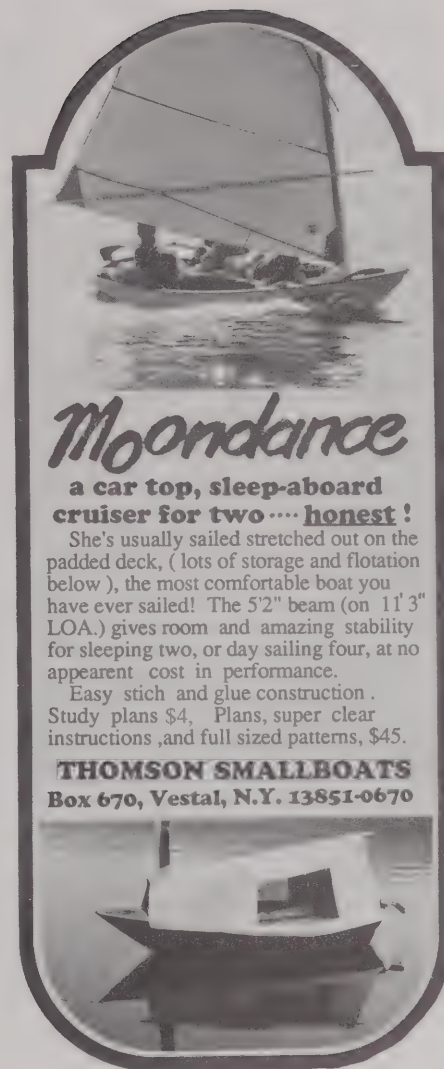
Steve Mueller & Dave Jonas,  
E. Freetown, MA.



#### SAMOA PROA

Well we had something a while back on a south seas "Proa", followed in a while by "Moa Proa".

Now, from Carl Erickson, comes what must surely be the final word on the subject, his vision of "Samoa Proa"!



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**a car top, sleep-aboard  
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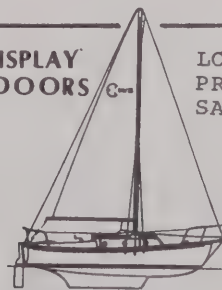
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## GROUND TACKLE AWEIGH

Living in an area where there is no marina service, one must raise, inspect, or move, his own mooring. Here is how I managed this little chore in my one-boat mooring area on Gulf Island Pond near my home in Auburn, Maine.

Using my boat's anchor, I would hold the bow as nearly as possible over the permanent mooring. Of course, the previous night I enjoyed a period of insomnia dopping out a practical way to raise a 100 pound cast iron boiler section embedded in x inches of mud. An old adage for success, "Start Where You Stand", came back to me. Lacking an adequate winch, I would use my two come-alongs. Then, in a semi-drowsy state, I thought of a simpler method. I would just stand on the bow and pull up on the mooring line. After all, in my youth, I heaved hundred pound objects "like nothing" (end of insomnia).

Next day in using this simplest approach, I found my strongest tugs on the mooring line were nothing compared to the grip of that muddy river bottom (Gulf Island Pond is part of the dammed up Androscoggin River). So, my mooring lift was cancelled in anticipation of another session of midnight thinking.

The come-along secured to the mast could be used to make alternate pulls on the mooring line, I thought. To avoid abrasion to the deck rail on "Andro Zee", I could brace a timber against the mast and extend it a bit over the bow with a pulley or fairlead to draw up the line onboard. But, how to grip the slimey mooring line with a come-along hook?

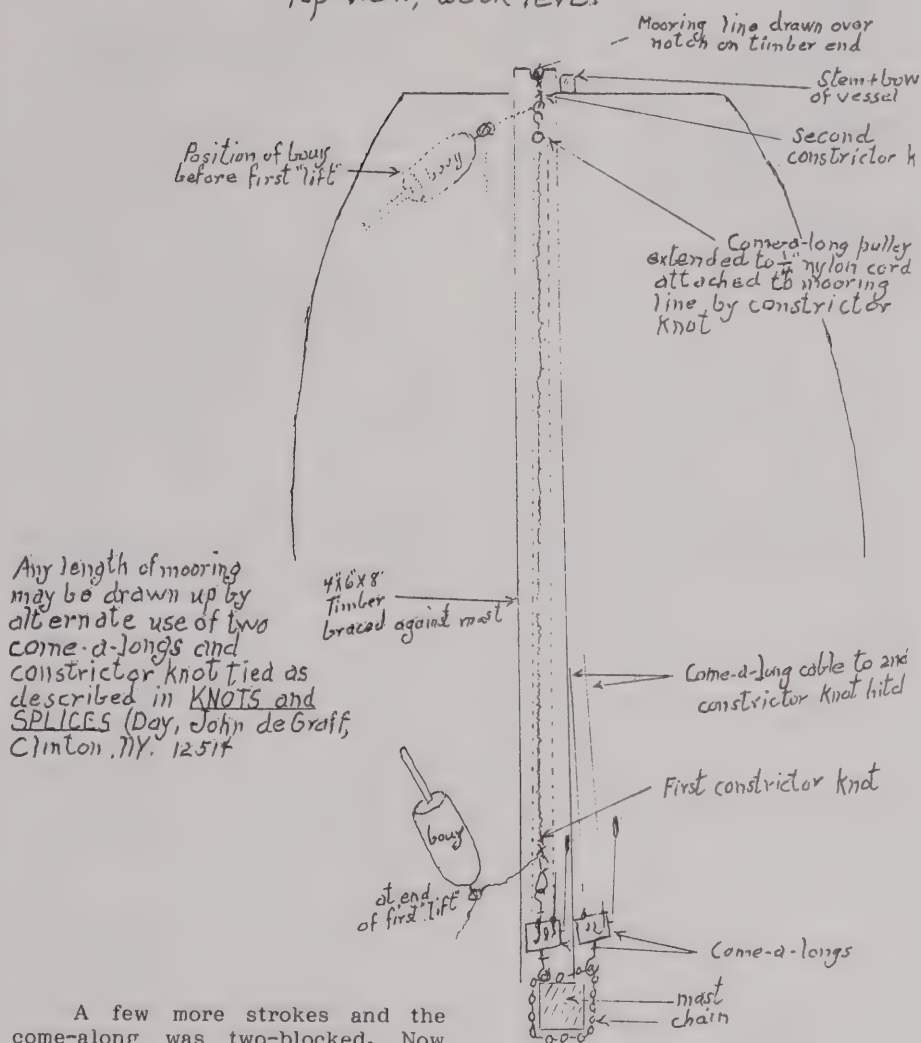
While sipping "switchel" in the shade of the porch on a few muggy afternoons last July, I had toyed with knot tying, having Cyrus L. Day's "Knots & Splices" (John deGraff, Clinton, NY 12514) at hand. Which is about as futile as debating an academic question as far as remembering any given knot when in rough seas, a howling gale and mortal danger. So, I went back to this book to check on one that had fascinated me, the "constrictor knot".

That should do it! And it did. After a few false moves, I threw a bowline loop in one end of a 1/4" nylon cord about two feet long. Then I constricted the other end around the mooring line just aft of a notch serving as a fairlead in the overhanging end of the timber braced to the mast. I marveled at how that constrictor knot fetched a bite on that slippery line.

Holding my breath, I pumped the come-along. The bow settled and the hitch strained. Then the 22' scow sloop settled back on her haunches and proved no bottom mud could hold her down.

## Jury Rig for Raising Mudbound Mooring (or Sunken Treasure)

Top View, deck level



Any length of mooring may be drawn up by alternate use of two come-a-longs and constrictor knot tied as described in KNOTS and SPLICES (Day, John deGraff, Clinton, NY, 12514)

A few more strokes and the come-along was two-blocked. Now could I repeat this trick? I extended the second come-along to the bow with a second length of 1/4" nylon cord secured to the mooring line. The constrictor knot slipped at first, but after a little verbal disciplining from me, it took ahold and up came another six feet of line.

The first come-along was now free to carry forward for another turn. Four or five such lifts and my mooring was dangling off the bow. Since the line and swivel looked sound, and had withstood all the strain of lifting, I decided to drop them back for another year's use. I threw the mooring line and buoy overboard first to avoid any accidents and then cut the last constrictor knot. Down the iron plunged to its muddy bed.

Thus I had set my mind at ease about that invisible but essential mooring. Oh, yes, how did I tie that constrictor knot? If you're like me, you'd probably not remember it if I told you.

Walter Sargent, Auburn, ME.

## THE INSTANT BOATBUILDER

The latest issue of Jeff Hull's "Instant Boatbuilder", which chronicles the ongoing experiences of people building Bolger boats, is full of interesting stuff. A tale of building a "Jessie Cooper" in France; comments from Phil himself on things builders of his designs have brought up; Jim Michalak's tale of building "Jinni" with layout plans for the plywood; and Jeff's own progress report on his sharpie. This is all hands-on stuff from the people out there doing it. Subscription is \$5 for 5 issues, they come out periodically as news collects, from the "Instant Boatbuilder", 5514 Wooldridge Rd., Corpus Christi, TX 78413.





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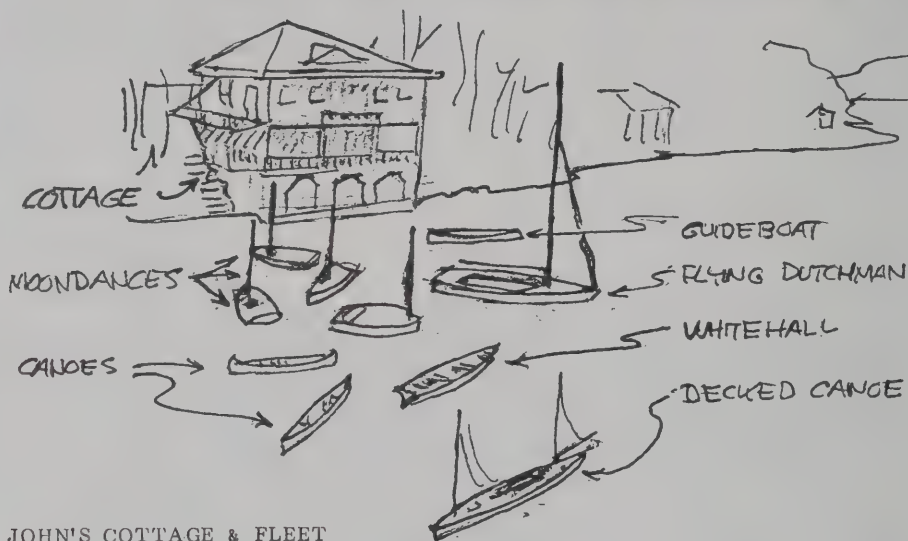
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# Your Commentary



### JOHN'S COTTAGE & FLEET

Well, we finally closed the deal on our turn-of-the-century "cottage" here on the lake in upstate New York, and now I am the commodore of a "fleet" of ten small craft, as pictured. I suppose now I'll have to design myself a spiffy uniform!

John Thomson, Vestal, NY

### BREATH OF FRESH AIR

Having received "Boats" for a couple of months now, I want to say how much I enjoy it. The present format is just right and my vote is for more of what you're already doing, cut and paste and all! The magazine is a breath of fresh air.

I received several replies to my request to hear from readers interested in older rigs on small boats. I hope you are aware of the fact that the Wooden Canoe Heritage Association will have its annual get together this year back at Paul Smith's College on St. Regis Lake in the northern Adirondacks. We usually have nearly two hundred canoe enthusiasts attend.

Harry Wilmshurst, Kingston, Ontario, Canada

### INSTANT NONSENSE?

Found magazine worth it for the "Bobcat" articles. Am building a scale of it first. Boy, what grief! What's this "instant" nonsense? Like ads, current event reporting, construction stuff, your personal opinions. Don't like old cruising stories.

Michael Levy, Wayland, MA.

### WANTS TO BUILD A KAYAK

I am interested in building a hard chined modified Greenland type kayak using plywood and the stitch-and-glue method with about 17' length, 20" beam, cockpit about 18"x36", height to front of cockpit about 12". I want a narrow boat that is relatively fast, tracks well and turns easily when leaned. One that, although it is slim, still has enough volume to carry a good load of stuff. The only kayak I know of that meets these criteria is the Mariner II manufactured by Matt and Cam Broze of Mariner Kayaks in Kirkland, Washington.

I would like to correspond with anyone who has built a kayak of the above type, or who has plans and/or kits for sale that meet these specifications. It is just about 100% certain that I will be going to the northern Mariana Islands sometime in March for a stay of 2-1/2 years. I plan to do quite a bit of kayaking there, and will send you some articles about it.

George Baldwin, Rt. 1 Box 271A, Ravenden Springs, AR 72460.

### TONY MAY COME BACK

Who knows, after 25 years I may be rowing back to New York to visit the Statue of Liberty. I rowed to the New York World's Fair in 1964 from Michigan.

Timber Tony Calery, Sault Ste. Marie, MI.



## SLIPPING OUT FOR A PADDLE DOWN UNDER

Here's my order for a set of your "Cockleshell" plans/patterns. One of my most used and useful boats has been a 10' surf ski, mostly because I can slide it into the back of my van and slip out for a paddle, catch a mackerel, photograph, whatever, with an absolute minimum of fuss. "Cockleshell" should do all that and keep my tail dry in calm waters as well. My recent move has brought me now within a 15 minute drive of six different launching sites, beats the old 2-1/2 hour trips!

Ian Hamilton, Ayr, Australia

## SYMPOSIUM IN THE SPRING

We're planning to fly south the end of March to Savannah for the Southeastern Coastal Kayaking Symposium. Everything's in full bloom there, temps up into the 80's by then. I've always thought springtime was the best time to hold a symposium so paddlers could get psyched up and trained and safety primed for the oncoming season. But, nobody much feels like getting into the COLD New England waters in March or April. We ran a safety workshop in Ipswich the first weekend in May a few years ago and the water was FRIGID then, even though we were wearing wet-suits. So the timing for Savannah is perfect, already the water temperature there is in the 60's. And it's fun to see a new area for paddling and the southern hospitality is great. I know people who drive down just for that Saturday night oyster roast.

Bob Walker, Aqua\*Ventures, Roslindale, MA.

## GOT TO SELL THE CONCORDIA

I am the owner of "Hurricane", a classic 40' Concordia pilothouse sloop in need of much restoration. Last fall we sold our Tahiti Ketch "Altair" to raise funds for the restoration, but the price we were able to get was too low to avoid serious financial straits. Now we've recovered somewhat, but feel now the best thing to do in our situation to regain financial solvency is sell "Hurricane". She's pretty and able, has a lot of history and needs a lot of work. I'm preparing to survey her to pull together a complete list of her problems and make an estimate as to the dollars it will take to fix her up. We regret not being able to follow through on our own plans for "Hurricane". (See our ad in the classified section).

Mark Ruggiero, R43 Wheeler St., Gloucester, MA 01930

## YOU CAN'T SEE THE OTHER SIDE

I was born and raised half a thousand hilly miles from the nearest salt water, in the Ottawa River Valley. As a child, though, I spent many summers in beach front cottages my family rented along the Gulf of Maine, usually somewhere between Newburyport and Portsmouth. These salty vacations eventually made me into a dedicated lover of the sea, of ships and of seashores.

I vividly remember lying in bed at night, in the upstairs waterfront bedroom, ears filled with the music of the surf, sounding to me like a succession of thundering crashes followed by loud applause. An endless source of fascination on very dark nights was the faint, cyclical glow of the Isles of Shoals lights on my pillowcase. In the mind of a small boy, these lighthouses were so, so far away and their dying glow so close to my face was like the ocean reaching in to me.

Back then, on occasional visits to the smart shops in Magnolia, I would go down to the end of Lexington, to the cliff, to listen to the Magnolia Harbor bell buoy, all

at once mysterious, reassuring and somehow a little frightening, as if it had been there forever, animated by some otherworldly force.

In later years, on a visit to a busy south Florida beach, I caught bits of conversation on the seawall between a woman and her elderly father, both obviously hailing from deep inland in the North, he apparently seeing the ocean for the first time.

"Now you see, Dad, this is the ocean; you can't see the other side," she said to the old gentleman.

I smiled, but I couldn't help sensing the deeper meaning here. As I well knew from the faint glow of White Island Light on my pillow and the lonely ring of that North Shore gong, pure time and distance is the sea. Once the wake has vanished, the waves are new again; once the mast dips below the horizon, the ship disappears into infinity; and that which one finds on the beach seldom comes with a ready explanation.


Pure time and distance. You can't see the other side...


Paul LeFort,

A full rigged ship  is a royal queen


Way-ay for Boston Town oh

A lady at court is a barquentine. 

A barque  is a gal with ringlets fair

A brig is the same with shorter hair 

A topsail schooner's  a racing mare

But a schooner, she's a clown-oh! 

WILL THE SCHOONER FOLK LIKE THIS?

Another item of interest in this issue from Carl Erickson is this illustrated text for what might have been a "sea chanty".

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Find out why everybody reads it. ANORAK is the newsletter/journal of the Association of North Atlantic Kayakers. Debate and commentary on sea kayaking issues, plus east coast news, views and reviews, written by our member/subscribers. Read what your fellow paddlers are writing, and tell them what's on your mind too. Membership/Subscription by the calendar year, you get all issues. Send \$12 to: ANORAK, 46 Princeton Rd., Hopewell, NJ 08525.

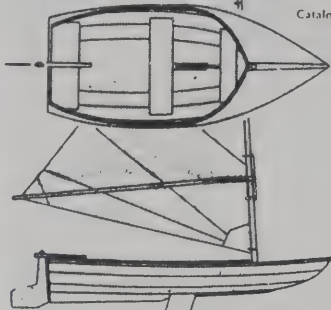


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# HAPPENINGS

## L.L. BEAN PROGRAMS

L.L. Bean has released their spring schedule of canoe and kayak programs, both weekend daytime and weekday evening. This is what they offer:

A basic kayak rolling clinic will be held on Sunday mornings 9-11 a.m., March 26th, April 9th and 23rd, and May 7th, at the Durham Leisure Center in Durham, ME. The cost is \$35 per person, pre-paid. For reservations and information, call (800) 341-4341, ext. 7800.

A sea kayak rescue clinic for paddlers with some previous paddling experience is scheduled for Sunday mornings 9-11 a.m. on March 12th, April 12th, 16th and 30th, also at Durham. Same fee and phone for info and registration.

The North American Canoe Symposium is on for June 9-12 at Camp Winona in Bridgeton, ME, at a \$60 per person pre-registration fee. A detailed brochure is available from Bean, call them for one at (800) 341-4341, ext. 7800.

Free evening clinics at Bean's Casco Street conference facility in Freeport, ME, are offered beginning in March. All begin at 7:30 p.m.

Paddlers Pre-Season Primer for open canoes gets underway on March 7th and runs through the 28th.

Coastal Kayaking Series begins April 11 and runs through the 25th.

There are also several individual programs of interest:

March 10. The Grand Canyon by Canoe.

March 16. The Baja Coast, Winter Interlude by Sea Kayak

March 23. Whitewater Kayaking, Getting Started.

March 30. Maine Classics: Penobscot, St. John, Allagash Rivers.

April 8. Exploring Maine's Downeast Wilderness Coast.

Bean will send you the detailed brochure for the asking, request the L.L. Bean Public Clinic Program Schedule by calling L.L. Bean at (800) 341-4341, ext. 7800.

## BLACKBURN EARLY WARNING

The Cape Ann Rowing Club wants you to know that their annual Blackburn Challenge rowing race around Cape Ann (about 20 miles on the open ocean) is scheduled for July 29th, open to all classes from fixed seat traditional on up to sliding seat racing shells, multi-oared pulling boats, and paddle powered kayaks. Information from Cape Ann Rowing Club, Box 1715, Gloucester, MA 01930, (508) 546-9022.

## BOAT BUILDING & REPAIR FOR BEGINNERS

Middlesex Community College's continuing education services has scheduled Zu Freeman's boatbuilding and repair courses beginning April 1st at the Burlington, MA, campus on Terrace Hall Ave. in Burlington. It's a non-credit course suitable for teens, adults and the handicapped costing \$53. A choice among several designs, including a car-top kayak, canoe, sailboat or Irish currach, is available. The course emphasizes easy to build low cost construction and repairs. For a catalog or more information, call (617) 275-8910, ext. 240 or 290. To register by phone with Visa or Mastercard, call (617) 275-2233.

## CANOE SAILING COURSES

ACA canoe sailors of the Atlantic Division will run a sailing course on Memorial Day Weekend, May 26-29 at Lake Sebago in Harri-man State Park, NY. For details call Glen Schneider at (718) 331-8577. The Sebago Canoe Club of Brooklyn, NY, will run a Red Cross certified basic sailing course in June, beginning June 1st, and running over three weeks, Thursday evenings and weekends, indoor classes and on-the-water practice. This one is \$75 to non-members. Contact Bert Krancer, 1549 E. 35th St., Brooklyn, NY 11234.

## WOODEN BOAT SCHOOL '89

The introductory flyer for the 1989 Wooden Boat School is out, and if you've not received one but are interested in possibly taking a course there this summer, write for one, Wooden Boat School, P.O. Box 78, Brooklin, ME 04616.

Director Ben Ellison outlines the programs planned, which include some new ones, and the "At a Glance" calendar will give you the overview for your scheduling. One new course, "Drawing & Painting" with artist Bill Gilkerson, gets a bit away from the actual boat stuff, but another, "Pattern Making" will set you up to cast your own custom hardware.

They also plan something called "Alumni Boat Week" at which you can help them get things ready for the season, meet friends from bygone years and receive your room, board and a special credit towards a course you might be planning to take.

Courses get underway June 12th and run through October 6th, 40 different subjects in all, in the shop, on the waterfront, and in the loft and boatyard.



## THE GLOUCESTER ADVENTURE

If a group of Gloucester schooner enthusiasts are successful in their undertaking, that famous fishing port will have its own "tall ship", the 121' fishing schooner "Adventure". Built in 1926 at the James yard in Essex, "Adventure" fished until 1953 when she outlived her crew (young men could no longer be persuaded to go fishing under sail by then). "Adventure" then became a Camden "dude schooner", operated last by Capt. Jim Sharp. In 1988 the Coast Guard mandated very costly repairs for the schooner if Sharp planned to continue his passenger trade, so he retired, and gave the "Adventure" to a Gloucester group especially organized to accept her as a living, operational monument to Gloucester history. It's going to cost about \$765,000 to rebuild and refit "Adventure" as a serviceable sail training ship. Public and private funding and support are involved in "The Gloucester Adventure" undertaking. If you'd like to join the task or learn more about it, write to The Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930.

## STOLEN SHIP MODEL

A Prisoner-of-War ship model built around 1810 has been stolen from the museum maintained by the Bostonian Society in the Old State House in Boston. It is a bone ship model of an English frigate with a British flag and colored pennants. It is fully rigged with human hair and horsehair. The figurehead appears to be a Phrygian female figure. The model is about 19" long, 14" high, three-masted, and mounted on a wood and bone base. It was stolen from a locked display cabinet on the afternoon of January 27th. Should a ship model of this description come to your attention in any way, look into its source carefully and if you think it might be the stolen model, contact the Bostonian Society at (617) 720-3292.

## CCRA RACING

The Connecticut Canoe Racing Association has the following early season events scheduled:

**MARCH 1.** Wilimantic River Race, Eagleville-Willimantic, CT. Dave Landry, (203) 642-7641.

**MARCH 19.** Salmon River Slalom (15 gates), Colchester, CT. Jackie Maciel, (508) 528-0951.

**APRIL 1.** Beginner's Clinic. Rich, (203) 872-2780.

**APRIL 2.** Farmington River Forty (40 mile whitewater/flatwater relay), Riverton-Simsbury, CT. Ted Kenyon, (203) 872-0219.

**APRIL 8.** Upper Willimantic (12 mile mostly flatwater), Stafford-Eagleville, CT. Ron Blake, (203) 871-2586.

**APRIL 16.** Hockanum River Race (6 miles), Vernon-East Hartford, CT. Lee Watkins, (203) 742-6296.

**APRIL 22.** Glasgow Pond Race (7.5 miles flatwater), Griswold, CT. Glenn Clark, (203) 445-6205.

## MYSTIC SEAPORT VIDEOTOUR

If you've never visited Mystic Seaport and wonder if the trip and expense are worth it, now you can get a video preview, a tour of a day at the Seaport narrated by Walter Cronkite. It's only \$19.95 and can be ordered by phone from the Museum Store's Bookstore, (203) 572-8551.



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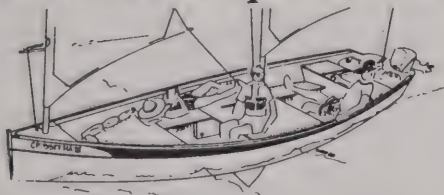
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QUEBEC TO THE GULF OF MEXICO,  
DURING THE YEARS 1874-5.  
BY  
NATHANIEL H. BISHOP,

## CHAPTER IX.

FROM NORFOLK TO CAPE HATTERAS.

THE ELIZABETH RIVER. — THE CANAL. — NORTH LANDING RIVER.  
— CURRITUCK SOUND.

ON Saturday morning, December 5, I left the pier of the Old Dominion Steamship Company, at Norfolk, Virginia, and, rowing across the water towards Portsmouth, commenced ascending Elizabeth River, which is here wide and affected by tidal change. The old navy yard, with its dismantled hulks lying at anchor in the stream, occupies both banks of the river. About six miles from Norfolk the entrance to the Dismal Swamp Canal is reached, on the left bank of the river. This old canal runs through the Great Dismal Swamp, and affords passage for steamers and light-draught vessels to Elizabeth City, on the Pasquotank River, which empties into Albemarle Sound to the southward. The great cypress and juniper timber is penetrated by this canal, and schooners are towed into the swamp to landings where their cargoes are delivered.

In the interior of the Dismal Swamp is Drummond's Lake, named after its discoverer. It is seven miles long by five miles wide, and is the feeder of the canal. A branch canal connects it with the main canal; and small vessels may traverse the lake in search of timber and shingles. Voyagers tell me that during heavy gales of wind a terrible sea is set in motion upon this shoal sheet of water, making it dangerous to navigate. Bears are found in the fastnesses of

the swamp. The Dismal Swamp Canal was dug in the old days of the wheelbarrow and spade.

The Albemarle and Chesapeake Canal, the entrance to which is sixteen miles from Norfolk, on the right or east bank of the Elizabeth River, and generally known as the "new canal," was commenced about the year 1856, and finished in 1859. It is eight miles and a half in length, and connects the Elizabeth and North Landing rivers. This canal was dug by dredging-machines. It is kept in a much better state for navigation, so far as the depth of water is concerned, than the old canal, which from inattention is gradually shoaling in places; consequently the regular steam-packets which ply between Elizabeth City and Norfolk, as well as steamers whose destinations are further north, have given up the use of the Dismal Swamp Canal, and now go round through Albemarle Sound up the North River, thence by a six-mile cut into Currituck Sound, up North Landing River, and through the new canal to the Elizabeth River and into Chesapeake Bay. The shores of the Elizabeth are low and are fringed by sedgy marshes, while forests of second-growth pine present a green background to the eye. A few miles above Norfolk the cultivation of land ceases, and the canoeist traverses a wilderness.

About noon I arrived at the locks of the Albemarle and Chesapeake Canal. The telegraph operator greeted me with the news that the company's agent in Norfolk had telegraphed to the lock-master to pass the paper canoe through with the freedom of the canal — the first honor of the kind that had fallen to my lot. The tide rises and falls at the locks in the river about three feet and a half. When I passed through, the difference in the level between the ends of the locks did not reach two feet. The old lock-master urged me to give up the journey at once, as I never could "get through the Sounds with that little boat." When I told him I was on my second thousand miles of canoe navigation since leaving Quebec, he drew a long breath and gave a low groan.

When once through the canal-gates, you are in a heavy cypress swamp. The dredgings thrown upon the banks have raised the edge of the swamp to seven feet above the water. Little pines grow along these shores, and among them the small birds, now on their southern migrations,





sported and sang. Whenever a steamer or tug-boat passed me, it crowded the canoe close to the bank; but these vessels travel along the canal at so slow a rate, that no trouble is experienced by the canoeist from the disturbance caused by their revolving screws. Freedmen, poling flats loaded with shingles or frame stuff, roared out their merry songs as they passed. The canal entered the North Landing River without any lockage; just beyond was North Landing, from which the river takes its name. A store and evidences of a settlement meet the eye at a little distance. The river is tortuous, and soon leaves the swamp behind. The pine forest is succeeded by marshes on both sides of the slow-flowing current.

Three miles from North Landing a single miniature house is seen; then for nearly five miles along the river not a trace of the presence of man is to be met, until Pungo Ferry and Landing loom up out of the low marshes on the east side of the river. This ferry, with a store three-quarters of a mile from the landing, and a farm of nearly two hundred acres, is the property of

Mr. Charles N. Dudley, a southern gentleman, who offers every inducement in his power to northern men to settle in his vicinity. Many of the property-holders in the uplands are willing to sell portions of their estates to induce northern men to come among them.

It was almost dark when I reached the storehouse at Pungo Ferry; and as Sunday is a sacred day with me, I determined to camp there until Monday. A deformed negro held a lease of the ferry, and pulled a flat back and forth across the river by means of a chain and windlass. He was very civil, and placed his quarters at my disposal until I should be ready to start southward to Currituck Sound. We lifted the canoe and pushed it through an open window into the little store-room, where it rested upon an unoccupied counter. The negro went up to the loft above, and threw down two large bundles of flags for a bed, upon which I spread my blankets. An old stove in a corner was soon aglow with burning light wood. While I was cooking my supper, the little propeller *Cygnets*, which runs between Norfolk and Van Slyck's Landing, at Currituck Narrows, touched at Pungo Ferry, and put off an old woman who had been on a two years' visit to her relatives. She kindly accosted the dwarfed black with, "Charles, have you got a match for my pipe?"

"Yes, missus," civilly responded the negro, handing her a light.

"Well, this *is* good!" soliloquized the ancient dame, as she seated herself on a box and puffed away at the short-stemmed pipe. "Ah, good indeed to get away from city folks, with their stuck-up manners and queer ways, a-fault-finding when you stick your knife in your mouth in place of your fork, and a-feeding you on *China* tea in place of dear old yaupon. Charles, you can't reckon how I longs to get a cup of good yaupon."

As the reader is about entering a country where the laboring classes draw largely upon nature for their supply of "the cup that cheers but not inebriates," I will describe the shrub which produces it.

This substitute for the tea of China is a holly (*ilex*), and is called by the natives "yaupon" (*I. cassine*, Linn.). It is a handsome shrub, growing a few feet in height, with alternate, perennial, shining leaves, and bearing small scarlet



berries. It is found in the vicinity of salt water, in the light soils of Virginia and the Carolinas. The leaves and twigs are dried by the women, and when ready for market are sold at one dollar per bushel. It is not to be compared in excellence with the tea of China, nor does it approach in taste or good qualities the well-known *yerba-maté*, another species of holly, which is found in Paraguay, and is the common drink of the people of South America.

The old woman having gone on her way, and we being again alone in the rude little shanty, the good-natured freedman told me his history, ending with,—

“O that was a glorious day for me,  
When Massa Lincoln set me free.”

He had too much ambition, he said, deformed as he was, to be supported as a pauper by the public. “I can make just about twelve dollars a month by dis here ferry,” he exclaimed. “I don’t want for nuffin’; I’s got no wife—no woman will hab me. I want to support myself and live an honest man.”

About seven o’clock he left me to waddle up the road nearly a mile to a little house.

“I an’ another cullo’d man live in partnership,” he said. He could not account for the fact that I had no fear of sleeping alone in the shanty on the marshes. He went home for the company of his partner, as he “didn’t like to sleep alone noways.”

Though the cold wind entered through broken window-lights and under the rudely constructed door, I slept comfortably until morning. Before Charles had returned, my breakfast was cooked and eaten.

With the sunshine of the morning came a new visitor. I had made the acquaintance of the late slave; now I received a call from the late master. My visitor was a pleasant, gentlemanly personage, the owner of the surrounding acres. His large white house could be seen from the landing, a quarter of a mile up the road.

“I learned that a stranger from the north was camped here, and was expecting that he would come up and take breakfast with me,” was his kindly way of introducing himself.

I told him I was comfortably established in

dry quarters, and did not feel justified in forcing myself upon his hospitality while I had so many good things of this life in my provision-basket.

Mr. Dudley would take no excuse, but conducted me to his house, where I remained that day, attending the religious services in a little church in the vicinity. My kind host introduced me to his neighbors, several of whom returned with us to dinner. I found the people about Pungo Ferry, like those I had met along the sounds of the eastern shore of Maryland and Virginia, very piously inclined,—the same kind-hearted, hospitable people.

My host entertained me the next day, which was rainy, with his life in the Confederate army, in which he served as a lieutenant. He was a prisoner at Johnson’s Island for twenty-two months. He bore no malice towards northern men who came south to join with the natives in working for the true interests of the country. The people of the south had become weary of political sufferings inflicted by a floating population from the north; they needed actual settlers, not politicians. This sentiment I found everywhere expressed. On Tuesday I bade farewell to my new friends, and rowed down the North Landing River towards Currituck Sound.

The North Carolina line is only a few miles south of the ferry. The river enters the head of the sound six or eight miles below Pungo Ferry. A stiff northerly breeze was blowing, and as the river widened, on reaching the head of the sound, to a mile or more, and bays were to be crossed from point to point, it required the exercise of considerable patience and muscular exertion to keep the sea from boarding the little craft amidship. As I was endeavoring to weather a point, the swivel of one of the outriggers parted at its junction with the row-lock, and it became necessary to get under the south point of the marshes for shelter.

The lee side offered a smooth bay. It was but a few minutes’ work to unload and haul the canoe into the tall rushes, which afforded ample protection against the cold wind. It was three hours before the wind went down, when the canoe was launched, and, propelled by the double paddle, (always kept in reserve against accidents to oars and row-locks,) I continued over the waters of Currituck Sound.



Swans could now be seen in flocks of twenties and fifties. They were exceedingly wary, not permitting the canoe to approach within rifle range. Clouds of ducks, and some Canada geese, as well as brant, kept up a continuous flutter as they rose from the surface of the water. Away to the southeast extended the glimmering bosom of the sound, with a few islands relieving its monotony. The three or four houses and two small storehouses at the landing of Currituck Court House, which, with the brick court-house, comprise the whole village, are situated on the west bank; and opposite, eight miles to the eastward, is the narrow beach island that serves as a barrier to the ingress of the ocean.

At sunset I started the last flock of white swans, and grounded in the shoal waters at the landing. There is no regular hotel here, but a kind lady, Mrs. Simmons, accommodates the necessities of the occasional traveller. The canoe was soon locked up in the landing-house. Fortunately a blacksmith was found outside the village, who promised to repair the broken rowlock early upon the following morning. Before a pleasant wood fire giving out its heat from a grand old fireplace, with an agreeable visitor,—the physician of the place,—the tediousness of the three-hours' camp on the marshes was soon forgotten, while the country and its resources were fully discussed until a late hour.

Dr. Baxter had experimented in grape culture, and gave me many interesting details in regard to the native wine. In 1714, Lawson described six varieties of native grapes found in North Carolina. Our three finest varieties of native grapes were taken from North Carolina. They are the Scuppernong, the Catawba, and the Isabella. The Scuppernong was found upon the banks of the stream bearing that name, the mouth of which is near the eastern end of Albemarle Sound. The Catawba was originally obtained on the Catawba River, near its head-waters in Buncombe County. The Long Island stock of the Isabella grape was brought to New York by Mrs. Isabella Gibbs: hence the derivation of the name.

Of the six varieties of North Carolina grapes, five were found in Tyrrel County by Amadas and Barlow. Tradition relates that these travellers carried one small vine to Roanoke Island, which still lives and covers an immense area of

ground. There are five varieties of the grape growing wild on the shores of Albemarle Sound, all of which are called Scuppernong,—the legitimate Scuppernong being a white grape, sweet and large, and producing a wine said to resemble somewhat in its luscious flavor the Malmsey made on Mount Ida, in Candia.

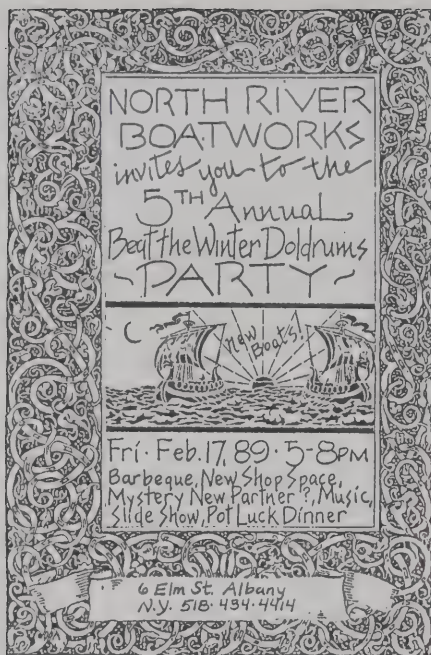
The repairing of the outrigger detained me until nearly noon of the next day, when the canoe was got under way; but upon rowing off the mouth of Coanjock Bay, only four miles from Currituck Court House, a strong tempest arose from the south, and observing an old gentleman standing upon Bell Island Point, near his cottage, beckoning me to come ashore, I obeyed, and took refuge with my new acquaintance, Captain Peter L. Tatum, proprietor of Bell Island.

"The war has left us without servants," said the captain, as he presented me to his wife, "so we make the best of it, and if you will accept our hospitality we will make you comfortable."

Captain Tatum drew my attention to the flocks of swans which dotted the waters in the offing, and said: "It is hard work to get hold of a swan, though they are a large bird, and abundant in Currituck Sound. You must use a good rifle to bring one down. After a strong norther has been blowing, and the birds have worked well into the bight of the bay, near Goose Castle Point, if the wind shifts to the south suddenly, gunners approach from the outside, and the birds becoming cramped in the cove are shot as they rise against the wind."

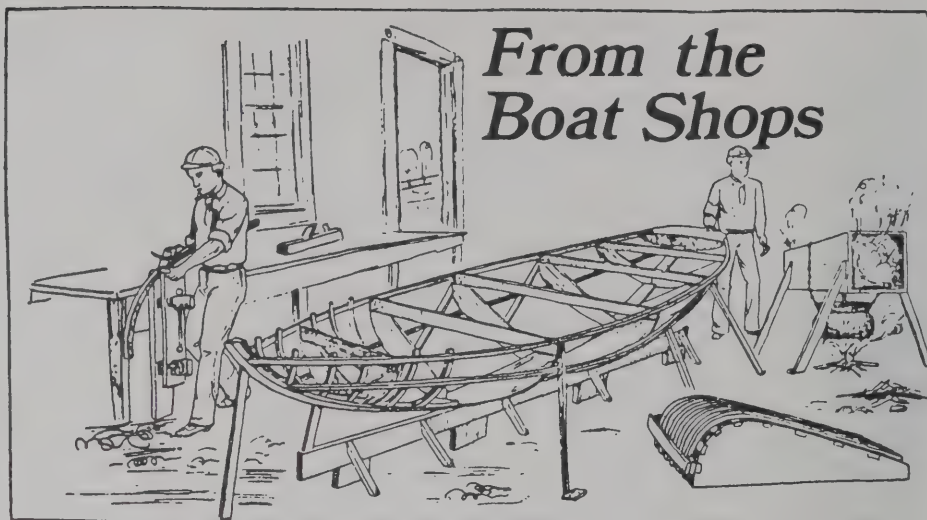
More than forty years ago old Currituck Inlet closed, and the oysters on the natural beds, which extended up North Landing River to Green Point, were killed by the freshening of the water. Now winds influence the tides which enter at Oregon Inlet, about fifty-five miles south of the Court House. The difference between the highest and lowest tide at Currituck Court House is three feet. The sound is filled with sandy shoals, with here and there spots of mud. The shells of the defunct oysters are everywhere found mixed with the debris of the bottom of the sound. This is a favorite locality with northern sportsmen. The best "gunning points," as is the case in Chesapeake Bay, are owned by private parties, and cannot be used by the public.





### BEAT THE WINTER DOLDRUMS

It's over now, but the announcement that came to us about North River Boatworks' mid-February party to "Beat the Winter Doldrums" deserves a small spot here as an example of creative off-season inspiration. If Albany weren't 200 miles away, I'd have gone for sure.



### PHILADELPHIA'S WORKSHOP ON THE WATER

Two more Culler skiffs are almost completed, one has been purchased by the students in John Brady's class, one is being kept at the Barge. Last year's is for sale, available at the Barge for \$600. The Shad Skiff Launch & Dinner is scheduled for Penn's landing on April 22nd. Bob Schultz, on days off from working on "Gazela" is halfway through building his pram. Work continues on the Catboat. The Workshop on the Water is closed until spring, but information can be obtained on its schedule and activities from the Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106.

### MONTGOMERY BOATYARD, BUILDING A 1921 DESIGN

I currently have a 30' Alden gaff-rigged centerboard yawl under construction in the new shop. We hope to have her planked by mid-February and finished out sometime this summer. She's being built to a 1921 design. Although the plan is marketed by Wooden Boat magazine, there is no record of one ever being built. She'll be used mostly for day sailing on Ipswich Bay and some coastal cruising by her owner, George Theophanis of Reading, Massachusetts. Helping me on this project are Ernest Tarr and Jeff King.

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ED. NOTE. David is the third generation of Montgomerys to build boats in the present yard, first established by his grandfather in the early 1900's.

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### SEAPORT BOAT SHOP

Students at the Seaport Boat Shop at New England Historic Seaport in Boston, celebrated completion of two 9'6" Arno Day skiffs on January 14th with a launching at the shop location in the old Charlestown Navy Yard. Two students worked on each boat over a period of nine weeks, meeting Friday nights for two hours, and all day on Saturdays.

The skiffs were built of oak, Honduras mahogany and 3/8" marine plywood, glued, and fastened with #8 bronze fastenings. The interiors were epoxy sealed and they were finished off in Nantucket Green and Gibraltar Gray, with varnish on the mahogany. Bronze oarlocks were fitted.

The first lofting class at the shop ran eight weeks, meeting Tuesday nights for three hours, finishing up in early December. A Buzzards Bay 14 was lofted, including laying down the grid, making molds and patterns, and a half model of basswood and mahogany. The second lofting class is now



underway doing a 17' Hampden Boat.

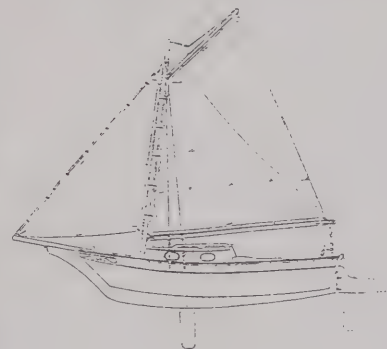
The spring boatbuilding class began on February 10th and it is our hope to complete the Buzzards Bay 14 late this coming summer,

launching our apprentice program.

Tony Davis, Director, Seaport Boat Shop, New England Historic Seaport, Bldg. #10, Charlestown Navy Yard, Boston, MA 02129, (617) 242-1414.



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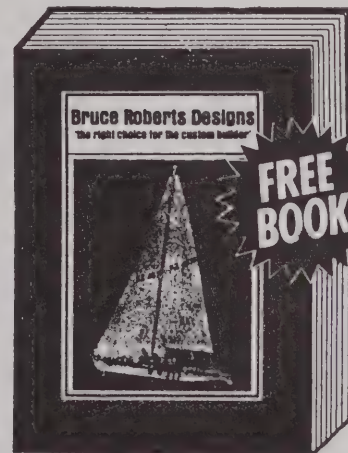
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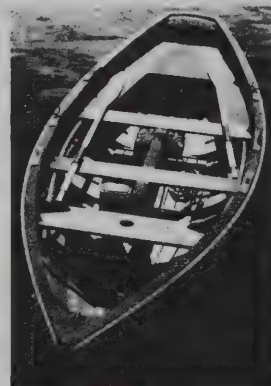


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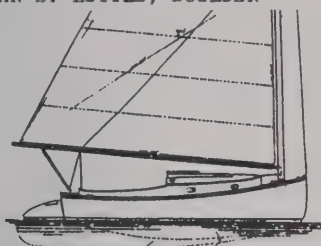
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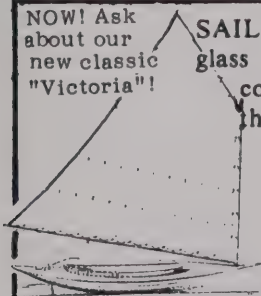
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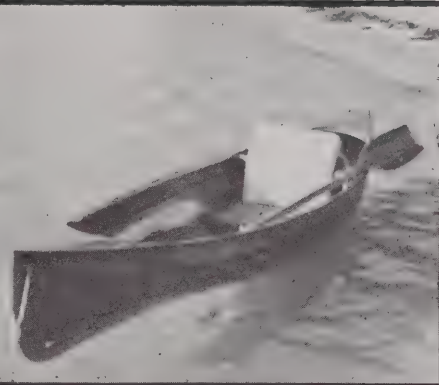
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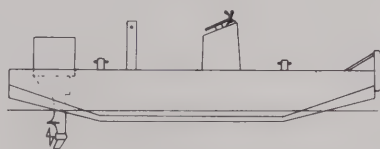
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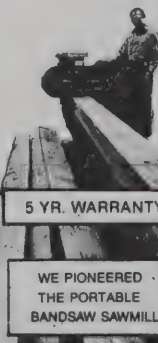
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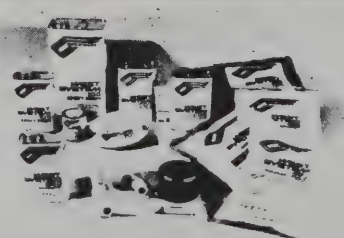
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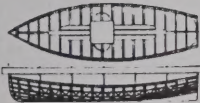
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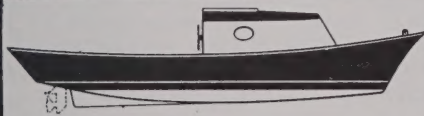
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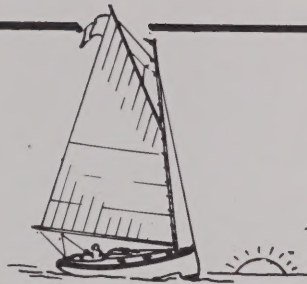
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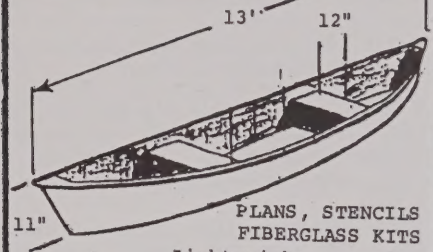
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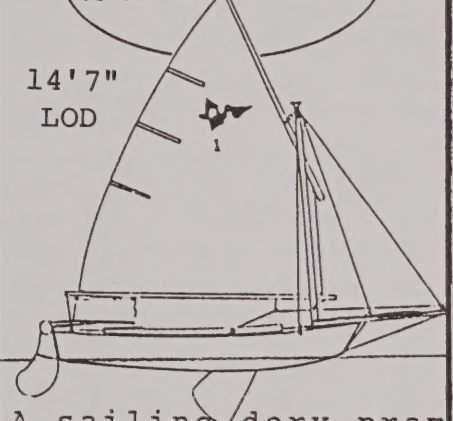


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NEIL FOLSOM, Old Orchard Beach, ME, (207) 934-2309. (20)

WANTED. SR-8 sail rig for Sea Eagle inflatable. Need leeboards, rudder and tiller in addition to sail and tripod. I have motor mount.

NEIL FOLSOM, Old Orchard Beach, ME, (207) 934-2309. (20)

17' CHRIS CRAFT SPORTSMAN RUNABOUTS, two of them, both in excellent shape. Also some project boats.

FLETCHER RYAN, Hampton, NH, (603) 778-1572. (20)

18' NO MAN'S LAND SAILBOAT, double-ended two-masted, with steel drop centerboard. Looks like a small whaleboat, easy sailing, wood carvel construction, inside coaming strips, seats four to six, white sides, stained interior dark gray. Excellent condition, built 1969. \$3,000.

FRANK POSLUSZNY, Cos Cob, CT, (203) 622-0149, leave message. (21)

16' LOWELL ROWBOAT, two rowing positions, seats four, motor mount, good shape. Needs paint. \$650.

FRANK POSLUSZNY, Cos Cob, CT, (203) 622-0149, leave message. (21)

15'6" THOMPSON RUNABOUT, good hull with floorboards, that's all it is. Slap on a motor, drop in a seat and go fishing. \$250.

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SAN FRANCISCO GREAT PELICAN, hull and spars only, \$2,000 or B.R.O.

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14' CHAMBERLAIN SKIFF, plywood, epoxy glassed. \$850.

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22.5' MYSTIC SLOOP, 1978. FG hull, loads of beautiful teak, including panelling belowdecks. All in sparkling condition. Varnished spruce spars. Inboard diesel, new wiring, roller furling, self-tending jib, cushions, custom four-wheel trailer driven four miles a year! \$13,500.

DICK COLE, Marblehead, MA, (617) 631-5453. (21)

WANTED. Used windsurfer sail. PLATT MONFORT, Wiscasset, ME, (207) 882-5504. (20)

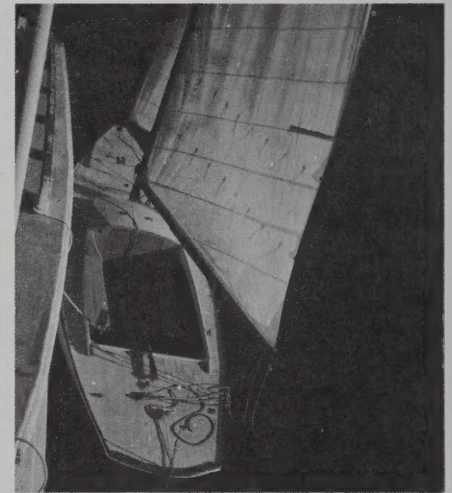
CANOE/KAYAK GEAR. Whitewater paddling helmet by Powell, foam-lined, minor scratches, otherwise as new, fits men's large (7-1/4) head size, \$20. Norse whitewater canoe paddle, 8"x21" blade, T-grip, heavy duty shaft, 62" total length, used but strong as new, \$25. GI black rubber gas mask bag, \$10. Also 7.5"x7.5"x12" black rubber GI dry bag, as new, \$20. Another black rubber roll-up type GI dry bag, 18"x24", \$15. Add \$3 per order for UPS shipment to New England.

OWEN CECIL, P.O. Box 584, Manistee, MI 49660. (21)

22' DOUBLE ENDER by Alan Vaites for fishing Buzzards Bay. Originally with outboard well, inboard conversion with haul-up propellor started. This will be an easily finished project for somebody with a little time and the desire for a classic little messing around in boat. Exceptionally clean structurally and has two Palmer one-cylinder engines, one freshly rebuilt (engines NOT for sale separately). \$1,500.

ALEX MC MULLIN, Manchester, MA, (508) 526-1082. (20)

WANTED. Used sails for Pearson Ensign \$56. 27 year old originals getting tired! Please call especially if you have a serviceable mainsail. CHRIS FINCH, Lowell, MA, (508) 458-3896. (20)



21' RHODES ARROWHEAD SLOOP, cedar on oak, copper fastened, lead keel, good tight boat, fast and pretty. Looks like a small Triangle. Winter storage paid. \$2,000. T.C. MORSE, P.O. Box 1304, Gloucester, MA 01930, (508) 283-0869. (23)

40' CONCORDIA PILOTHOUSE SLOOP, Design #13, "Hurricane". Pretty and able with a lot of history. Needs a lot of work. \$18,000. MARK RUGGIERO, Gloucester, MA, (508) 281-5284 eves. (20)

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WINDSHIELD for 14' Lyman outboard, mid-'50's. Complete, newly made mahogany frame with glass and old original frame. \$40. GEORGE ODELL, Amesbury, MA, (508) 388-0162. (21)

15'6" LYMAN, 1957 lapstrake wooden runabout, 5'2" beam, seats five, fold down rear seat, canvas convertible top and snap-on full storm covers, white sides, varnished deck (storage below), varnished interior. Good condition, with steering and controls set up for Evinrude outboard motor. \$950 without motor or \$1,750 with 1981 Evinrude 25 hp outboard. Runs like new.

FRANK POSLUSZNY, Cos Cob, CT, (203) 622-0149, leave message. (21)



# Marketplace

17' AQUA SPORT, 1978, with 1988 90hp Mercury. Priced to sell at \$650.

GLOUCESTER YANKEE MARINE, Gloucester, MA, (508) 283-0079. (21)

16' CAPE COD BULLSEYE by Herreshoff, with cradle.

CLIFF BUEHRENS, 494 Annaquatucket Rd., N. Kingstown, RI 02852, (401) 295-0649. (21)



22' CAT KETCH, 10' beam, 3'6" draft. 1959. Cedar on oak, bronze fastened, lead keel, inboard. Sleeps two. Prettiest boat in any harbor.

ROGER HATCH, Newbury, MA, (508) 465-2005. (20)

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DOUG BUSHNELL, 7661 Tonawanda Creek Rd., Lockport, NY 14094, (716) 434-5755. (20)

WANTED. Baldwin Downriver kayak, must be located in state of Maine.

STEVE HANSON, Rockland, ME, (207) 594-2097. (21)

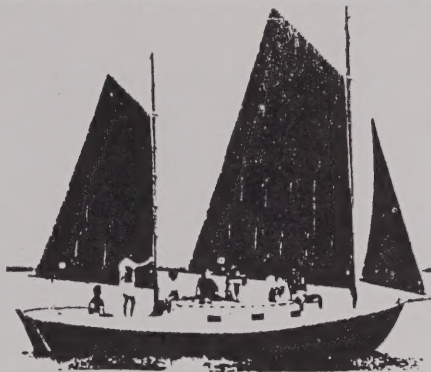
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1970 MERC CRUISER marine engine with outdrive unit, 120 hp, running condition. For parts or repair. Must sell, best offer.

PHILIPPE DRAPEAU, Tiverton, RI, (401) 624-4080. (21)

23' SAILBOAT HULL, fiberglass, similar to O'Day. Needs to be finished out. Also have mast, boom and rudder. Best offer.

PHILIPPE DRAPEAU, Tiverton, RI, (401) 624-4080. (21)

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